

# THE ILLUSTRATED LONDON NEWS

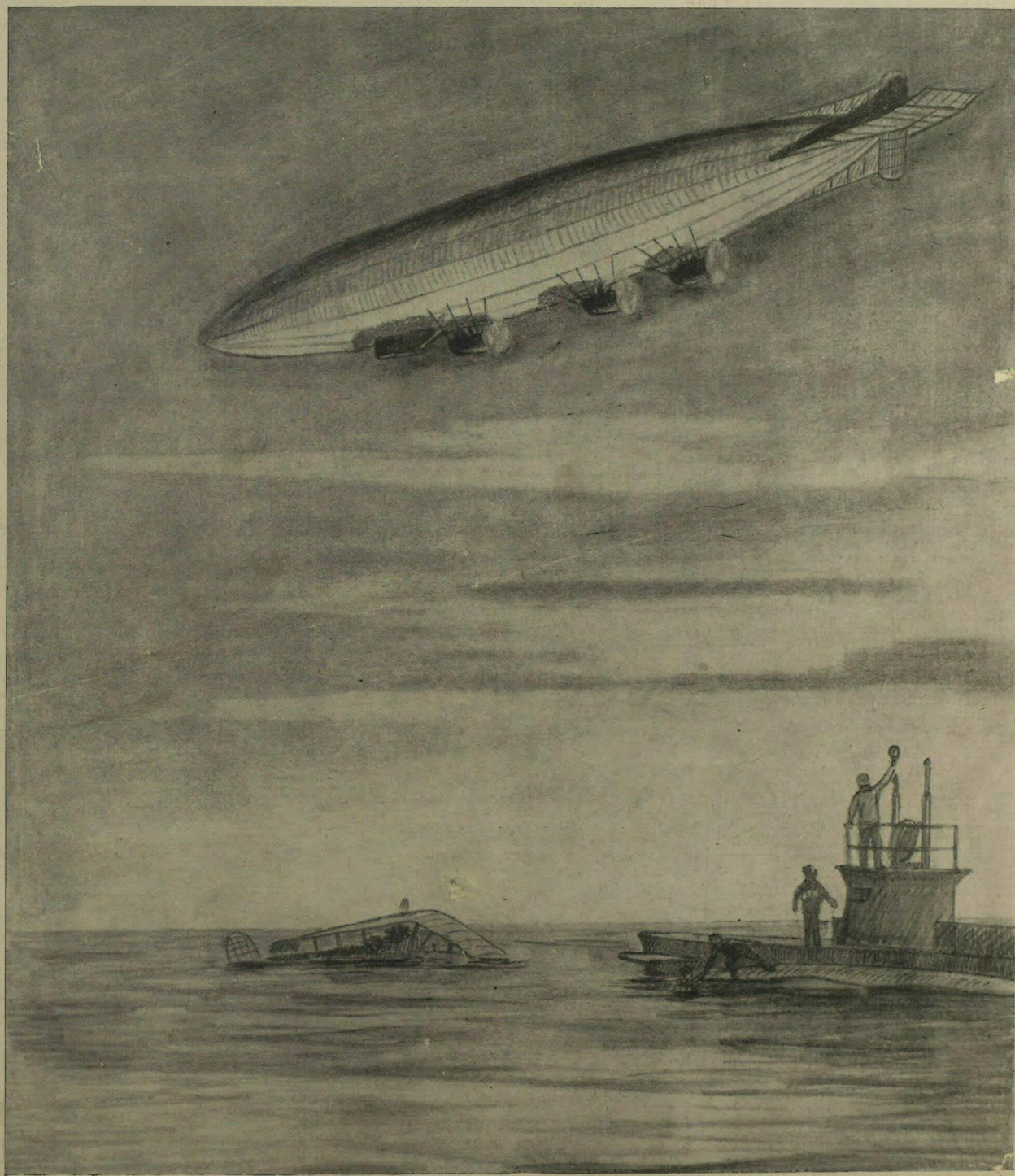
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SATURDAY, JANUARY 2, 1915.

SIXPENCE.

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A BRITISH SUBMARINE BLUFFING A GERMAN DIRIGIBLE AFTER THE CUXHAVEN AIR-RAID: AN "E" BOAT PRETENDING TO BE AN ENEMY VESSEL WHILE PICKING UP ONE OF THE NAVAL SEAPLANE PILOTS AND SINKING HIS MACHINE.

Describing this sketch, the British naval officer who made it for us writes: "One of our submarines picks up the pilots from seaplanes which have fallen to the water short of their proper rendezvous, and destroys the machines. Whilst doing so, a hostile air-craft (Hütte-Lanz type) comes over quite close. In order to gain time, the Captain pretends to be an enemy. They then think it is one of their own boats and take the pilot prisoner."

As soon as the pilot is safely on board, our 'E' boat closes up and dives as quickly as possible. Immediately they are under water they hear and feel the shock of bombs dropped by the disappointed enemy over the spot where they were last seen." It will be recalled that the official account of the Cuxhaven raid states that British ships . . . safely re-embarked three out of the seven air-craft. Three other pilots were picked up by British submarines and their machines being sunk."



## “OUR NOTE-BOOK.”

We very much regret to announce that, owing to the illness of Mr. G. K. Chesterton, it is not possible for us to publish “Our Note Book” this week. We hope to resume it shortly.

## STORY-BOOKS FOR BOYS.

STORY-BOOKS for boys are also story-books for girls, for girls almost invariably prefer them to those which are designed specially for their own edification. That is not to say that girls do not like stories about girls, but they usually like stories about boys better, particularly stories of exciting adventures. There is a very good supply of books of this kind nowadays. If no individual writer has attained the fame of a Stevenson, or even of a Henty or a Ballantyne, modern “juvenile fiction,” as the book-sellers call it, attains a high level of general quality; and with so much to keep abreast of in the way of new inventions, in aviation, submarines, and so on, it is harder to write than formerly. The present season has produced a good crop of this kind of literature.

The sea still holds its magic for boy and girl readers, and keeps its pride of place in the realm of romance—a fact to which several of the new tales bear witness. “Ian Hardy, Midshipman,” by Commander E. Hamilton Currey, R.N. (Seeley, Service), is a sequel to the same author’s “Ian Hardy, Naval Cadet.” It is to be followed next year by another book to be called, probably, “Ian Hardy, Senior Midshipman,” and afterwards by further volumes recounting this popular naval hero’s career, which recalls to an older generation those of “The Three Midshipmen” who blossomed into “The Three Lieutenants.” Written as it is by a naval officer, the local colour is beyond question, and the story, which takes the reader to Gibraltar and the Riffs of North Africa, is all that a story should be. Another good story to which a sequel is promised is “Jack Scarlett, Sandhurst Cadet,” by Major Alan M. Boisragon, late Royal Irish Fusiliers (Seeley, Service). Next year’s volume by the same author will probably be “Jack Scarlett, Sub-Lieutenant.” The hero, as the title indicates, is a schoolboy preparing for the Army, and we follow his experiences at a private school, at Wellington, and at Sandhurst.

We come back to the sea in “The Cruise of the *Nonsuch*, Buccaneer,” by Harry Collingwood (S.P.C.K.), a thrilling tale of the days of Drake and Hawkins, the Inquisition and the Spanish Main. It opens at Plymouth, and tells how a young Devonian rescued his brother from the galleys. “Sons of the Sea,” by Christopher Beck (Pearson), is a sea-scouting story, and is no less adventurous in its up-to-date setting, with hairbreadth escapes by precipice, cavern, shipwreck, and deep-sea diving. The spirit of the Sea Scouts is admirably presented. Adventures by young mariners likewise form the subject-matter of “The Crew of the *Silver Fish*,” by E. E. Cowper (S.P.C.K.), a tale of schoolboys who go sailing in their holidays off the coast of Devon and Cornwall, and run to earth a gang of robbers.

Red Indians and grizzly bears are always popular, and these figure in “Gildersey’s Tenderfoot: A Story of Redskin and Prairie,” by Robert Leighton (Pearson), which is sure to be a favourite. A very different milieu, that of rich and poor in London commercial life, is to be found in “The Millionaire Boy: A Story for Children,” by Walter Christmas (Eveleigh Nash), illustrated by H. J. L. “Derek’s Hero,” by Amy Cripps Vernon (S.P.C.K.), a school story of a quiet kind, with a certain amount of domestic interest.

All these books, it should be added, are illustrated in colour and in black and white.

## MARRIAGE.

CAPTAIN E. W. S. BALFOUR, Adjutant 4th Dragoon Guards, eldest surviving son of Mr. and Mrs. Balfour of Blairnie, was married at Whitehouse on Saturday to Miss Ruth Balfour, eldest daughter of the Right Hon. G. W. Balfour and Lady Betty Balfour. The ceremony was private, in consequence of the death of Captain R. E. Balfour (Scots Guards), eldest son of Mr. and Mrs. Balfour of Blairnie, who was killed at Gheluvelt on 20th October last. Only the immediate relatives were present.

LITTLE EDNA MAUDE, Principal of the Lyceum Pantomime, is receiving lessons in Voice Production and Singing from MRS. ETHEL MITCHELL, a Meson Road, Willesden, N.W., who visits pupils, or receives them at 52, Bessborough Street, Westminster, S.W. She has a few vacancies. Terms from 2s. 6d. to 10s. half-hours.

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## SENTRY & POLICE DOGS.

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## NOTE TO CONTRIBUTORS.

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## CHRISTMAS IN THE PLAYHOUSES.

### THE HOLIDAY ENTERTAINMENTS.

WITH a pluck which would not be too highly praised were it termed patriotic, our theatrical managers have resolved to let the war make no difference this year in the arrangements ordinarily made at Christmas-time to provide seasonable and lively entertainment for children and the public generally. Indeed, it has seemed to them, and rightly so, more than ever necessary that they should give us all a chance of forgetting the cares of everyday life and losing ourselves in some ideal world where there are no such things as trenches and rifle-bullets and the dreadful roar of artillery. So it happens, perhaps, that in the West End of London, for once, we are able to take our choice between no fewer than four pantomimes.

### FOUR WEST END PANTOMIMES.

The annual at *Drury Lane* is the oldest institution of the sort, and Mr. Arthur Collins has taken care that this year’s show shall maintain the reputation of the Lane for beautiful spectacle and the right mixture of fancy and fun. In “The Sleeping Beauty Beautified” we get an old favourite—last year’s subject, and that of the year before—revised with a lovelier setting than ever. The scene of the heroine’s awakening as now managed, in which a dim-lit vault gradually changes into a garden full of flowers and light and fairies, is one of the most gorgeous series of kaleidoscopic effects even Mr. Collins has thus far invented. The idea, too, of having excellent singers like Miss Ferne Rogers and Mr. Bertram Wallis to appear as the lovers adds immensely to the fairy-tale illusion. As for the comedians, Mr. George Graves and Mr. Will Evans are droller than ever, with their spy business, and when they are silent our patriotic feelings are addressed in a mélange of the Allies’ national anthems, in the inevitable “Tipperary,” and in a recruiting ditty deliciously rendered by the dainty Puck of Miss Renée Mayer to the refrain, “Won’t You Join the Army?”—The *Lyceum* pantomimes, with their rollicking humour and insistence on the dramas of their stories, have always appealed to the young; so that the Messrs. Melville have justification for calling “Jack and the Beanstalk” a “children’s” pantomime. Theirs is a most imposing giant, in the person of Mr. R. F. Symons, with cooks, as the Boganny Troupe represent them, of wonderful acrobatic propensities. And no one could wish for a gallanter hero than the Jack of Miss Louie Beckman, or a more winning Princess than Miss Doris Dean’s; the mirth-makers, from Mr. Harry Bayne, as the King, downwards, keep their audiences in roars of laughter; the dancing, especially that of tiny Miss Edna Maude, is as graceful as it is spontaneous; and a tableau of the Allied Forces provides a most telling piece of spectacle.—The *Adelphi* relies on “Cinderella,” and obtains in Miss Julia James an ideal heroine—at once childlike and poetic. She is supported by the daintiest crowd of fairies imaginable—young children, who dance sweetly and are headed by a child fairy-queen, Lennie Deane, whose acting, dancing, and shadow-song all afford delight. Miss Lily Iris’s Prince Charming is a worthy companion to the Cinderella, and Mr. Scott Russell’s Baron, the Ugly Daughters of Messrs. Lyndon and Benet, and the page of Mr. Schofield jun., not to mention Miss Pauline Prim’s life-like Cat, provide constant diversion.—The *London Opera House* makes use of its fine size for an “Aladdin” pantomime on a grand, old-fashioned scale, and with a strong cast. Against a background of sumptuous scenery, the comely Aladdin of Miss Claire Romaine, the pretty-voiced Princess of Miss Bessie Burke, the pompous Emperor of Mr. John Macaulay, and as merry a widow as you could hope to meet in Mr. George Rapley, carry through the familiar legend to the proper accompaniment of sentiment, fun, and song. One of the most charming features of the performance is a “Babyland” ballet, in which girl-children dance unaffectedly.

### THREE PLAYS FOR CHILDREN.

Volumes of print must have been written in praise of Sir J. M. Barrie’s happy fantasy, “Peter Pan,” and millions of children must by now have testified in answer to its appeal their belief in fairies. If ever a play should have become hackneyed it was this marvellously popular story of Redskins, pirates, and mermaids. Yet so eager are youthful playgoers to renew acquaintance with the boy who would not grow up, with the little mother Wendy, with the famous Smee and his Captain, and all the other favourites, that “Peter Pan” is once more with us at the *Duke of York’s*, and drawing the customary crowds. Many of the cast should know their parts by heart, especially the original Wendy, Miss Hilda Trevelyan, and the original Smee, Mr. George Shelton. The only important newcomer figures in no less a rôle than the hero’s, but Miss Madge Titheradge, with her clear diction and her sensitiveness, makes one of the best of all the Peters.—The only dangerous rival “Peter Pan” has ever had was “Alice in Wonderland,” the revival of which has been arranged by the Messrs. Stedman at the *Savoy*, where they have been able to count on an Alice, in Miss Ivy Sawyer, who conveys just the right idea of trustful childishness, and a Mad Hatter (Mr. Franklyn Vernon’s) not too grotesque to be laughable. Tweedledum and Tweedledee and their comrades all reappear in persuasive guise, and Mr. Slaughter’s music has lost none of its charm.—“Little Lord Fauntleroy,” by virtue of its hero, may perhaps be classed with these two plays for children. Mrs. Hodgson Burnett’s tale still retains its pretty sentiment; and with so natural a boy as Miss Cora Giffin makes the tiny lord, so touching a picture of motherhood as Miss Lilian Braithwaite supplies, and so picturesque an old Earl as is Mr. Brydson’s, we forget its age at the *Playhouse*, and can imagine ourselves back in the late ‘nineties.

### “DAVID COPPERFIELD,” AT HIS MAJESTY’S.

There is only one way of dealing with Charles Dickens’s novel on the stage which was never quite sufficiently his own. You should take the characters as he drew them, and adopt, of course, his arrangement of their mutual relations for the details of their association, you

should trust to your own instinct. To follow his scenario slavishly is to court disaster; you must select, you must compress, you must even invent. The spirit, not the letter, must be observed. Now that is how Mr. Louis Parker has prepared his new version of “David Copperfield,” and that is why it makes just the most appropriate sort of drama during this war Christmas, when we ask for incident rather than “psychology,” humour and pathos rather than ideas. Sir Herbert has hit the nail on the head, and at the same time given himself the opportunity of creating two of the most brilliant character-studies his stage career can show. It is the Peggoty and Micawber section of the book on which Mr. Parker has concentrated himself, and Sir Herbert doubles the parts of Dan’l Peggoty and Wilkins Micawber. His old sailor is wonderful enough as an example of pathos; his Micawber is a masterpiece of eccentric characterisation—every smile, every facial movement tells. Worthy pendants to his portrait of the fate-tossed optimist are Mr. Charles Quartermaine’s Uriah Heep, Mr. Frederick Ross’s passionate Ham, and Miss Fairbrother’s Mrs. Micawber. Dickens would have approved of them, every one.

### “DER TAG,” AT THE COLISEUM.

The first performance of a war-play from the pen of no less brilliant a dramatist and man of ideas than Sir James Barrie was, of course, an event to which we have all been looking forward, and there was an intent audience last Monday at the Coliseum for the premiere of “Der Tag.” With an Emperor contemplating war and dreaming of the dictatorship of the world, his Chancellor and Crown Prince presenting him with a document to sign, and the Spirit of Culture remonstrating with him, and offering him a pistol in forecast of his doom, it cannot be said that there was any lack of daring or appositeness in the stage-scenes to which our attention was invited. But alas! alas! war is so big a thing that it seems to reduce the cleverest intelligence to the level of the crowd, and it soon appeared that Sir James Barrie has no more striking message to give us than might come from the average leader-writer. His play, with its dialogue between Emperor and Spirit of Culture, is nothing better than journalism—just a repetition of the thoughts and emotions we have all passed through lately: eloquent enough rhetoric, but very far from showing events under any new light; while the prophecy as to the fate of the Kaiser would have been better, surely, unriskened. Mr. Norman McKinnel suggests masterfulness in the Emperor very grimly, and Miss Irene Vanbrugh’s Spirit of Culture has a Portia-like dignity and resonance; but it was impossible not to think their labours rather wasted. The stern realities of war are too much for our Barrie’s delicate, fantastic talent.

### A BATCH OF REVIVALS.

The other productions of the holiday season consist of a batch of revivals, curiously varied. At the *Shaftesbury*, Mr. F. R. Benson’s old colleagues have rallied round to furnish a good all-round interpretation of “Henry V.” Here we have Mr. A. E. George as Fluellen, Mr. Lyall Swete as Williams, Messrs. Holloway, Imeson, and Nicholson as Pistol, Bardolph, and Nym, Mr. Harcourt Williams playing the King of France, Miss Jean Sterling Mackinlay in the rôle of Katharine. Mr. Benson’s Henry, of course, has more intelligence than robustness, but provides plenty of effective declamation.—“Raffles,” with Mr. Gerald du Maurier back in his popular rôle, is the Christmas attraction at *Wyndham’s*, and it proves a very welcome revival.—That brisk musical comedy, “The Earl and the Girl,” has been put up at the *Lyric*, with Miss Ellaline Terriss to lend vivacity and magnetism to its heroine; and three of the original cast—Miss Phyllis Broughton, Miss Florence Lloyd, and Mr. Morand—repeating former triumphs. It, too, can count on public favour. Finally, at the *Prince’s*, that stirring drama of war, “On His Majesty’s Service,” has been revived, and is given by a capital company, which includes Mr. Henry Lonsdale. Written when the Boer War was on us, it makes just as direct an appeal as before amid our more serious perils.

## KING ALBERT’S BOOK.

THERE is nothing one can call to mind in literature that is at all comparable to “King Albert’s Book,” which is his, of course, not in the sense that he has written it or taken any part in its production, but, in the words of its sub-title, as “a Tribute to the Belgian King and People from Representative Men and Women throughout the World.” Never before, perhaps, have original contributions from so many famous people in all spheres of life been gathered into a single cover. It is a unique and historic volume. This impressive consensus of admiration for the martyred nation and its heroic ruler is in itself an augury for the triumph of the cause of right and freedom. Several of the contributors have compared King Albert and his gallant army to Leonidas and his three hundred at Thermopylae, for the Belgians held the pass of European liberty against a more terrible invasion. The contributions are also extremely interesting as revelations of the characteristics of their authors and their point of view towards the war. Some are purely eulogistic; some allegorical, poetic, musical, historical, or reminiscent; while others discuss various aspects of the great conflict. The briefest are often the most striking, as, for instance, the two quotations—one from Jeremiah, the other from the daily Press—contributed by Lord Fisher. The illustrations to “King Albert’s Book,” including numerous colour-plates, add greatly to its attractions. A few are reproductions of well-known pictures, but the majority have been specially painted or drawn since the war, and these, of course, are the most dramatic and inspiring, especially the “Resurgam” of Mr. Frank Dicksee; “Unconquerable,” by Mr. Arthur Rackham; “St. Michael of Belgium,” by Mr. J. J. Shannon; and “The Belgian of To-Morrow,” by Mr. William Nicholson. The book is published at 3s. net by Messrs. Hodder and Stoughton, for the *Daily Telegraph*, the *Daily Sketch*, and the *Glasgow Herald*, and the entire proceeds from the sale go to the *Daily Telegraph* Belgian Fund.





IT was not from the sea of mud between Newport and the Lys that our most exciting news came during the Christmas week, but from the North Sea, which used to be called the German Ocean, though the epithet has now ceased to have any meaning. As far as concerns the western area of hostilities, it was the war in the air which mainly engaged our attention, combined with war on and under the sea. Ever since the sinking of Count von Spee's squadron off the Falklands—but whether *propter hoc* or only *post hoc* it were hard to say—the German volcano of fiendish hatred towards this country has been more

Davies—was teaching our enemies a lesson in the art of aerial warfare by gyrating round a Brussels airshed, reported to house a German Parseval, and deliberately dropping a round dozen of bombs on the structure—from which, and no wonder, there presently arose “clouds of smoke,” which told its own tale, though, of course, the Germans, as is their wont, pooh-poohed the whole affair as a fiasco and a fizzle-out.

Such were the simultaneous incidents of Christmas Eve—one at Dover, the other at Brussels; and next day, when gloomily festive people were preparing to do justice to their Christmas fare, a couple of cor-

responding little dramas were being enacted in the estuary of the Thames and at the mouth of the Elbe—though without any organic, or cause-and-effect, connection between the two more than if their scenes had been on opposite sides of the world. A second German aeroplane, flying very high, was seen over Sheerness, which was the signal for several of our air-craft to mount and give chase—first towards Gravesend, and then seaward, where the hostile “Taube” (or “Dove,” but more properly “Kite,” or “Vulture”) was ultimately lost in the fog after being well peppered with shrapnel.

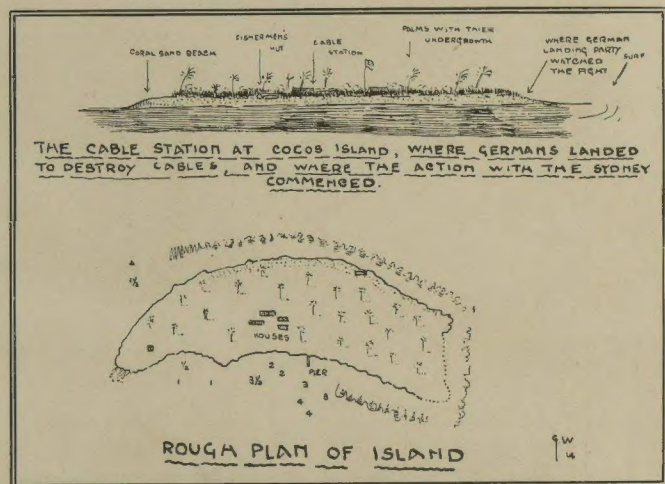
At the same time, while this hostile aeroplane was fleeing for its life down the estuary of the Thames, the approaches to the Elbe were forming the scene of an episode unique, because the first of its kind, in the annals of Day, 1914, will always be a

tackle our surface vessels with bombs, which all find wide of their mark. On the other hand, the anti-aircraft guns on our cruisers easily put to flight the huge, unwieldy, saffron-sausage air-ships, which have now been proved to be more of a bogey than anything else, and not to be compared for a moment, in respect of harmfulness, to the huge wooden horse which was cunningly introduced into beleaguered Troy with crafty Greek belligerents in its belly.

The whole expedition was wonderfully well organised, all the various craft playing to one another like the members of a first-rate footer team, and all the returning pilots being picked up either by our cruisers or submarines—all but one, Flight-Commander Hewlett, only son of the well-known novelist of that name, who was reported “missing.” The beauty of it all was, too, that we took deliberate time to do the job, “remaining off the enemy's coast for three hours without being molested by any surface vessel,” which showed that the Germans must be inspired with a holy horror of our submarines after their experience thereof in the Bight of Heligoland.

No British sailors ever better deserved their Christmas dinner than the heroes of this most novel and dramatic “combined assault of all arms” against the German torpedo and air-craft base at Cuxhaven, within a few miles of the Elbe end of the Kiel Canal, where the bulk of the German High Sea Fleet continues to court the security afforded it by that artificial waterway, and to refuse all our pressing invitations to come out into the open for a comparative trial of strength.

In other parts of the seat of war, Christmas week, on the whole, was marked by favourable results for the Allies—more particularly in Poland and Galicia, where the Germans and the Austrians were not only checked, but in some places positively crushed by the overwhelming masses of the Russians, whose statistics of prisoners and spoils are certainly formidable. Marshal von Hindenburg has failed to attain to Warsaw and offer it as a Christmas gift to the Kaiser, which he had vowed to do; while Calais also seems to be more secure than ever from the grasp of his Hunnish



DRAWN BY A BRITISH NAVAL OFFICER: THE ISLAND WHERE THE GERMANS LANDED, SHOWING THE EASTERN TELEGRAPH CABLE STATION WHOSE MESSAGE BROUGHT THE “SYDNEY” ON THE SCENE.

than ever violently eruptive, its first lava-flood being directed against the undefended towns of our Yorkshire coast, which caused Mr. Churchill to say: “Their hate is the measure of their fear. Its senseless expression is the proof of their impotence, and the seal of their dishonour. Whatever feats of arms the German Navy may hereafter perform, the stigma of the baby-killers of Scarborough will brand its officers and men while sailors sail the seas.”

That was the first German act of revenge for our victory off the Falklands, which the naval critics at Berlin declared to have been only possible by our bringing a fleet of thirty-four various war-ships to bear against Count Spee's squadron of five cruisers, though we now know that the ratio against the Germans was not more than, if as much as, eight to five, Sir F. Sturdee's squadron including two battle-cruisers, the *Invincible* and *Inflexible*, which made a wonderful high-speed voyage of 14,000 miles out from our home waters and reached the Falklands in the very nick of time. Thus there has been shattered another German myth, which had been concocted to explain away the destruction of the German squadron in the South Atlantic and so soothe the lacerated feelings of the German people.

To those wounded feelings another preparation of healing salve was sought to be applied by a German airman, probably coming from Ostend, who on Christmas Eve made his daring appearance above the cliffs of Dover and dropped an innocuous bomb—evidently intended for the Castle—in a homely cabbage-patch, which will be interesting reading for all the devotees of our “kail-yaird” school of literature, one of whom was heard to hum—

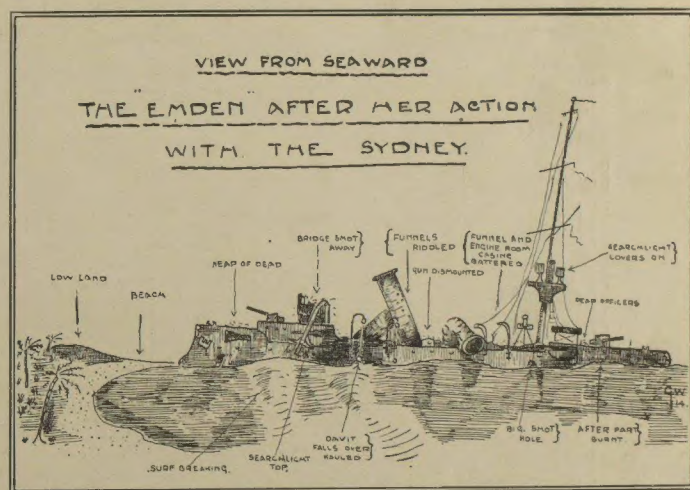
Now Georgie Guelph is on the sea,  
The cliffs o' Dover on his lee,  
For shame that Britain's King should be  
A wee, wee German lairdie.

“Georgie Guelph” landed all right—not at Dover, however, as the lyric poet erroneously assumed, but at Greenwich; while his equally unwelcome countryman of the aerial kind was hustled across the Channel again with a pack of barking British aeroplanes at his heels. And while the pursuit was in progress, one of our own Naval airmen—Commander R. B.

war; so that Christmas memorable date in the history of our glorious Navy as marking quite a new departure, the opening of a new epoch, by a combined assault on an enemy from the sky, the sea, and under the sea. The dream of Jules Verne had at last been more than realised. Admiral Jellicoe had decided to reply by deeds to the very terrifying tall-talk of High-Admiral von Tirpitz, who had been boasting to an American interviewer about what he meant to do with his Zeppelins and submarines to destroy our mercantile marine and annihilate our Navy.

In reply, Jellicoe quietly ordered out seven of his best seaplanes, piloted by as many of his most daring airmen, and sent them to attack the German war-vessels anchored off Cuxhaven, in co-operation with two light cruisers, the *Undaunted* and the “Saucy *Arethusa*,” which had already distinguished herself nobly in the Heligoland Bight, together with several destroyers and submarines—*eine noch nie da gewesene Armada*, or “such a combined Armada as had never before been seen,” as the Germans would be sure to say of it.

No sooner was this novel combination of air-and-water assailants sighted at Cuxhaven than several submarines sallied forth against it, while a couple of Zeppelins, with a number of aeroplanes, soared aloft to



DRAWN BY A BRITISH NAVAL OFFICER: THE “EMDEN” AFTER HER FIGHT WITH THE “SYDNEY,” ASHORE ON NORTH KEELING ISLAND.

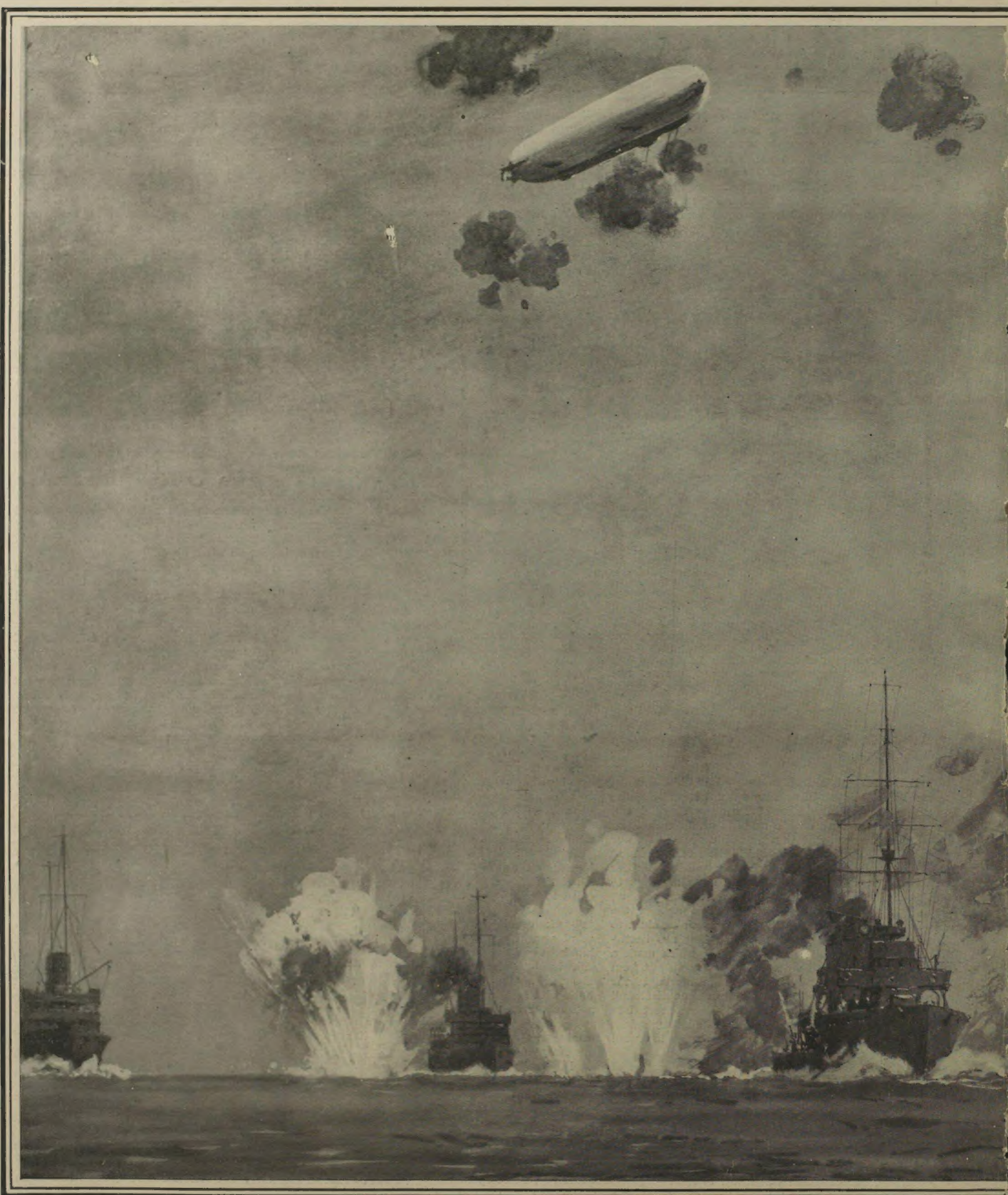
These two sketches by an officer of the Royal Naval Reserve give a perfect idea of the “Emden” after her action with H.M.A.S. “Sydney” off the Cocos Islands on November 9. As an eye-witness put it, she looked like “a mass of twisted iron.” Before the “Sydney” arrived the “Emden” had landed a party on the island containing the cable station of the Eastern Telegraph Company, whose officials sent out a wireless alarm. The Germans destroyed the station, but the Company had a duplicate set of instruments concealed. The sea-fight took place between this island and North Keeling Island, some fifteen miles away, on which the “Emden” was run ashore.

Majesty, who, recovered from his illness, has now returned to the western front, which is, perhaps, the very best thing for the Allies that could possibly happen. So far, at least, the Kaiser has never proved a harbinger of victory, but only the herald of defeat. On the other hand, it is pretty clear, from certain signs, that the Germans are gathering themselves for at least one more desperate endeavour to get to Calais as to a place more conducive to the attainment of their ends than even Paris.—LONDON: DECEMBER 30, 1914.



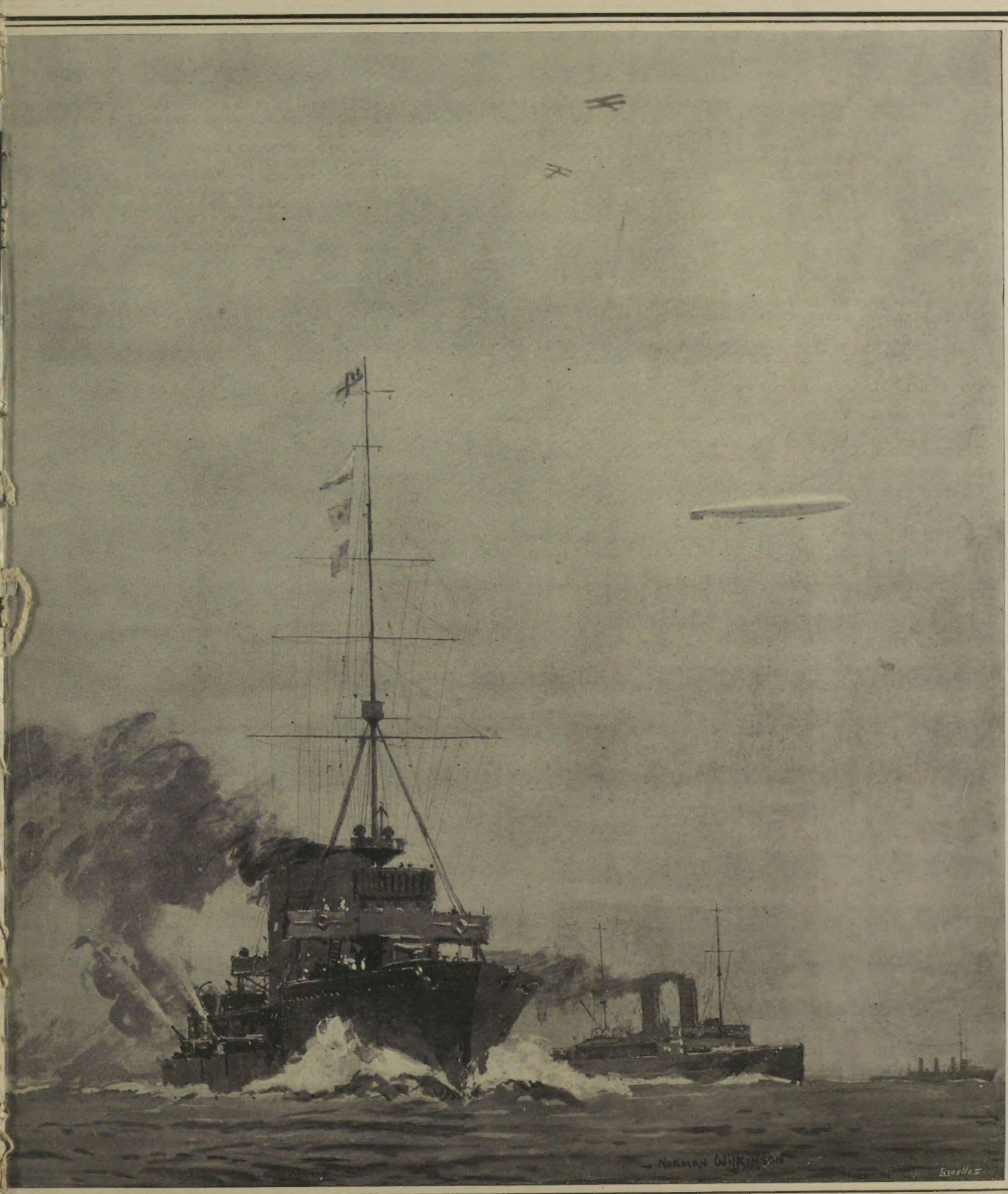
## THE FIRST "ZEPPELIN" ACTION AGAINST BRITAIN: THE

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY /



## CUXHAVEN COMBAT—FROM A NAVAL OFFICER'S SKETCH.

BRITISH NAVAL OFFICER WHO TOOK PART IN THE ACTION.

THE NOVEL FIGHT BETWEEN CRUISERS AND AIR-CRAFT DURING THE SEAPLANE RAID ON  
OF THE 'UNDAUNTED'

The Christmas Day air-raid on Cuxhaven will be memorable in history as resulting in the first conflict between dirigibles and British war-ships. It is also worth noting that Cuxhaven is the principal base of the German air-fleet, as well as the chief mine-station of the German Navy. The story of the raid was thus told in the Admiralty announcement: "On Friday, the 25th inst., German war-ships lying in Schillig Roads off Cuxhaven were attacked by seven Naval seaplanes. . . . The attack was delivered at daylight, starting from a point in the vicinity of Heligoland. The seaplanes were escorted by a light-cruiser and destroyer force, together with submarines. As soon as these ships were seen by the Germans from Heligoland, two Zeppelins, three or four hostile seaplanes, and several hostile submarines attacked them. It was necessary for the British ships to remain in the neighbourhood in order to pick up the

GERMANY'S CHIEF AIR-FLEET BASE: "TWO ZEPPELINS EASILY PUT TO FLIGHT BY THE GUNS  
AND 'ARETHUSA.'"

returning airmen, and a novel combat ensued between the most modern cruisers on the one hand and the enemy's air-craft and submarines on the other. By swift manoeuvring the enemy's submarines were avoided and the two Zeppelins were easily put to flight by the guns of the 'Undaunted' and 'Arethusa.' The enemy's seaplanes succeeded in dropping their bombs near to our ships, though without hitting any. The British ships remained for three hours off the enemy's coast without being molested by any surface vessel, and safely re-embarked three out of the seven airmen with their machines. Three other pilots who returned later were picked up by British submarines which were standing by, their machines being sunk. . . . The British airmen's bombs . . . were discharged on points of military significance." Portraits of the pilots are given elsewhere in this Number.—[Drawing Copyrighted in the United States and Canada.]



## MOLE WARFARE IN FLANDERS: A BRITISH SAP-HEAD AT DAWN AFTER A NIGHT ATTACK ON GERMAN TRENCHES.

DRAWN BY FREDERIC VILLIERS, OUR SPECIAL ARTIST, INVITED BY THE FRENCH GOVERNMENT TO VISIT THE FRONT.



"THIS KIND OF FIGHTING IS VERY DEADLY, AND SOMEWHAT BLIND": SAPPING METHODS BY WHICH A FEW YARDS OF GROUND ARE GAINED AT THE COST OF MANY LIVES.

Much of the fighting in Flanders has developed into a kind of mole warfare, in which an advance is made by the slow process of burrowing towards the enemy's position. Sapping has been resorted to by both sides, and the "Eye-Witness" at Headquarters has described how similar work is done by the Germans. "The approaches," he writes, "are excavated by pioneers working at the head, the German pioneers being technically trained troops which correspond to our sappers. Owing to the close range at which the fighting is conducted, and the fact that rifles fixed in rests and machine-guns are kept permanently directed upon the crest of the trenches, observation is somewhat difficult, but the 'head' or end of the approaching sap can be detected from the mound of earth which is thrown up. This cannot be done, however, where the advance is being conducted by a 'blinded' sap." The latter type of sap is made by tunnelling below the surface. "In some cases," continues the "Eye-Witness," "usually at night, a sap is driven right up to the parapet of the hostile

trench, which is then blown in by a charge. Amidst the confusion caused, and a shower of grenades, the stormers attempt to burst in through the opening and work along the trench. They also assault it in front. As in their ordinary infantry attacks, machine-guns are quickly brought up to any point gained in order to repel counter-attack. . . . As may be imagined, what with sharpshooters, machine-guns, and bombs, this kind of fighting is very deadly, and somewhat blind, owing to the difficulty of observation." A British gunner has described in a letter the German sapping tactics. "They have sapped out towards us," he writes, "from various points to sap-heads, and again from these in lines parallel to our fire-trench. . . . Having created a sap-head, they sap out from it, and their 'snipers' are thus able to get under cover to within 20 to 40 yards of our loopholes. . . . The obvious solution is to sap out to meet every sap started by the Germans." The drawing shows a British sap-head after the storming party has passed on and captured the German trenches.—[Drawing Copyrighted in the United States and Canada.]



# THE SEAPLANE ATTACK ON CUXHAVEN: RAIDERS AND RAIDED.

DIAGRAM BY W. B. ROBINSON; PHOTOGRAPHS BY BIRKETT, L.N.A., AND ALFIERI.



FLIGHT - COMMANDER  
ROBERT P. ROSS,  
ONE OF THE RAIDERS.



FLIGHT - COMMANDER  
DOUGLAS A. OLIVER,  
ONE OF THE RAIDERS.



FLIGHT - LIEUTENANT  
ARNOLD J. MILEY,  
ONE OF THE RAIDERS.



FLIGHT - COMMANDER  
FRANCIS E. T.  
HEWLETT,  
THE MISSING RAIDER.



FLIGHT SUB - LIEUT.  
VIVIAN G. BLACKBURN,  
ONE OF THE RAIDERS.



FLIGHT - COMMANDER  
CECIL F. KILNER,  
ONE OF THE RAIDERS.



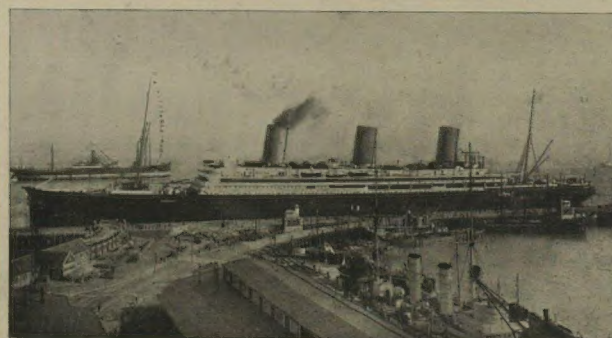
FLIGHT - LIEUTENANT  
C. H. K. EDMONDS,  
ONE OF THE RAIDERS.



THE MOST THRILLING INCIDENT OF THE GREAT WAR: CUXHAVEN, GERMANY'S FAMOUS NAVAL BASE, CHIEF AIR-SHIP BASE AND MINE BASE, ATTACKED BY SEVEN BOMB-DROPPING BRITISH NAVAL SEAPLANES ON CHRISTMAS DAY (SHOWING HELIGOLAND AND THE SCHILLIG ROADS).



FOR DROPPING FROM AIR-CRAFT:  
A BOMB.



PART OF THE OBJECTIVE OF THE NAVAL SEAPLANES' ATTACK  
ON CHRISTMAS DAY: CUXHAVEN HARBOUR.



EXAMINING A BRITISH AIR-BOMB:  
A SCENE AT THE FRONT.

We give above the portraits of the seven seaplane officers who carried out the brilliant and heroic attack on the German naval station at Cuxhaven on Christmas morning. Flight-Commander Robert Pell Ross qualified as an airman in 1913, and was promoted Flight-Commander last September. Flight-Commander Douglas Austin Oliver, the senior officer engaged, qualified in 1913, and was made Commander last July. Flight-Lieut. Arnold John Miley qualified in 1913, and became Lieutenant last July. Flight-Lieut. Francis Esmé Theodore Hewlett, missing after the attack, is the only son of Mr. Maurice Hewlett, the author, and was taught flying by his mother. He qualified in 1911, and became Commander last July. Flight Sub-Lieut. Vivian Gaskell Blackburn qualified in 1913 and received a temporary commission last August. Flight-Commander Cecil Francis Kilner,

Royal Marines, qualified in 1913, and became Commander last September. Flight-Lieut. Charles Humphrey Kingsman Edmonds qualified in 1912, and received his present rank last July. Cuxhaven is an important naval base at the entrance of the Elbe estuary, and commands the approaches to Hamburg. It has no dockyard, but has a harbour large enough for big war-ships, and certain facilities for repairing. It is the chief mine-station of the German Navy—for mine-laying and mine-sweeping; has a powerful wireless station; has an artillery depot; and is the chief base of the German air-fleet. The batteries of Döse, with heavy guns and quick-firers, are a mile or two west of the harbour. It must be understood that our diagrammatic drawing does not pretend to show the precise positions of ships and seaplanes.



# THE CAMERA AS CORRESPONDENT: WAR NEWS BY PHOTOGRAPHY.

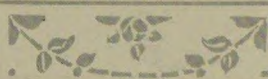
PHOTOGRAPHS BY ALPIERI, C.N., AND RECORD PRESS.



HUNTERS OF SOUTH AFRICAN REBELS: COLONEL PRETORIUS'S CORPS COOKING A MID-DAY MEAL OUTSIDE A LOOTED COUNTRY STORE.



AT LODZ, IN RUSSIAN POLAND, THE SCENE OF THE FIERCEST FIGHTING OF THE RUSSIAN CAMPAIGN: A GERMAN CONVOY.



DE WET'S WINBURG OUTRAGE: THE TORN UNION JACK.



GUARDIANS OF BRITAIN'S NEW PROTECTORATE: A CAMP OF INDIAN TROOPS ON THE BANKS OF THE SUEZ CANAL.



SCANDINAVIAN NEUTRALITY: THE THREE KINGS AT MALMÖ.



IN A JAPANESE SIEGE-BATTERY BEFORE TSING-TAU: A GUN-TEAM RECEIVING BY TELEPHONE ORDERS TO COMMENCE FIRING.



HOW GERMANY'S FAR-EASTERN DREAM ENDED IN SMOKE: TSING-TAU, SEEN FROM A DISTANCE, ON FIRE DURING THE JAPANESE BOMBARDMENT.

The burgher and volunteer corps that rounded up the rebel commandos in South Africa had a rough time from the continuous rains and the country being laid waste by the rebels. The building in our first illustration is a country store found looted and empty.—Lodz, nearly midway between Warsaw and the German frontier, was practically sacked by the Germans in August. It has since been bombed by the Germans, and was the scene of fierce fighting. Lodz is a manufacturing city of 700,000 inhabitants sometimes called "the Manchester of Poland."—De Wet, in the course of his futile revolt, made a descent on Winburg. There he is stated to have, as a demonstration, hauled down and mutilated the British flag. The torn flag, a photograph of which we

reproduce, was secured later by a loyalist woman.—Certain Indian Army regiments are sharing with the Australians, Ceylon volunteers, and Territorials from home in the defence of Egypt and the Suez Canal.—The three Scandinavian rulers who met to discuss measures for the neutrality of their kingdoms are seen on the balcony of the Residency at Malmö. On the left of the photograph is King Christian of Denmark; in the centre, King Gustav of Sweden, convener of the conference; and on the right, King Haakon of Norway.—The bombardment of Tsing-tau opened on October 31, and it fell on November 6. The Japanese employed 28-centimetre howitzers, and 21 and 15 c.m. siege-guns, firing 11½-inch, 8¼-inch, and 6-inch shells respectively.

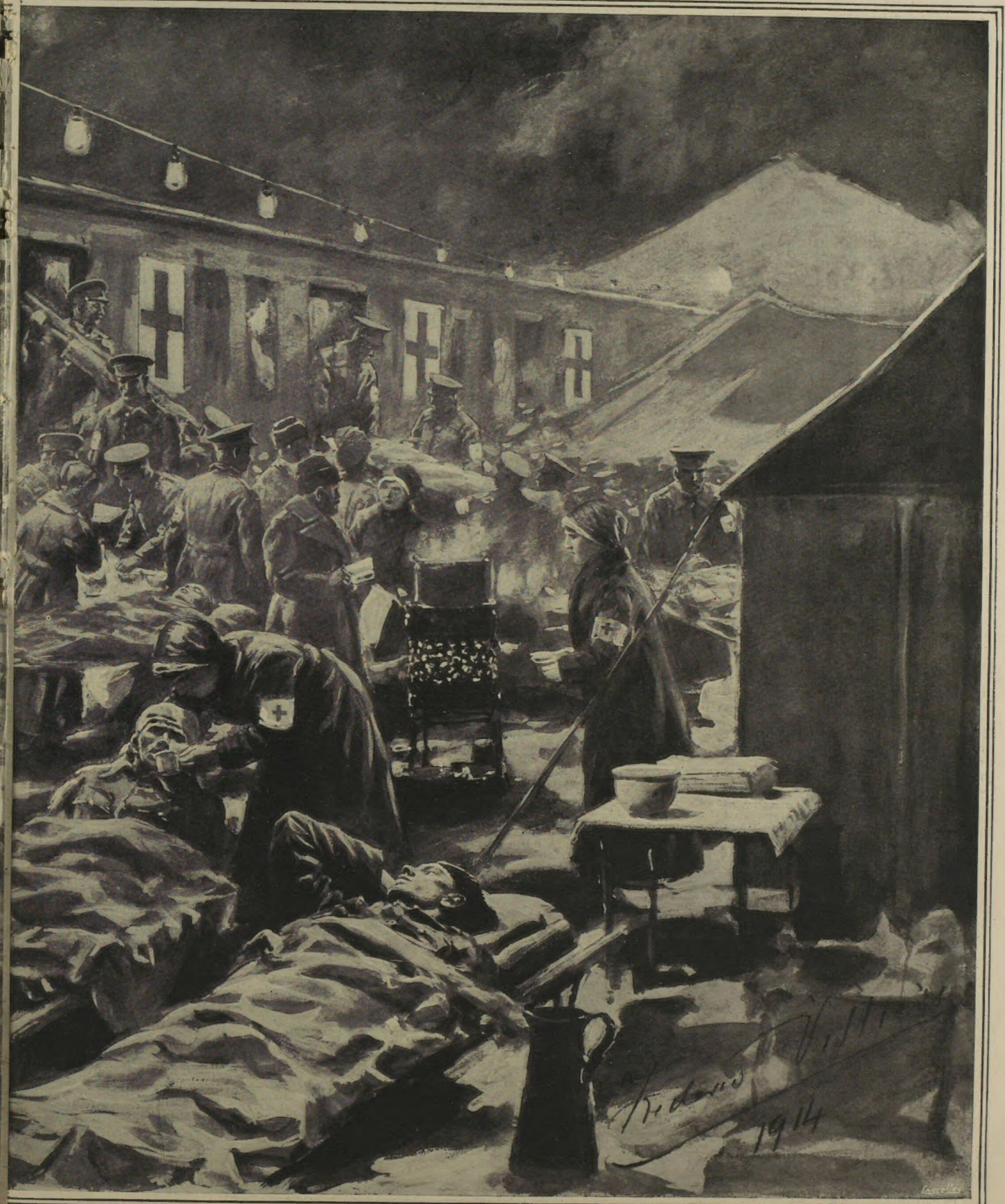


## NEUTRALS AT THE SEAT OF WAR: THE UNITED

DRAWN BY FREDERIC VILLIERS, WAR ARTIST OF "THE ILLUSTRATED LONDON NEWS,"

## STATES AIDING THE WOUNDED ALLIES AT THE FRONT.

ONE OF THE CORRESPONDENTS INVITED BY THE FRENCH GOVERNMENT TO GO TO THE FRONT.



"AT A CERTAIN STATION ON THE LINE FROM THE FRONT TO THE BASE-HOSPITAL":

With characteristic thoroughness, and an efficiency and a care for detail which are due to a highly intelligent anticipation of the necessities of the situation, the American Red Cross is doing splendid service in the Great War. Our artist, Mr. Frederic Villiers, in sending the drawing which we reproduce, says: "The American Red Cross work at the front, and at the perfectly equipped base-hospital, in the Lycée Pasteur, at Neuilly, is absolutely magnificent. The sketch shows the ambulance party at work at a certain station on the line from the front to the base-hospital. The enthusiasm of the staff of young American volunteers for the tireless duty of shifting the suffering wounded from the train to the ambulance motor-cars, which, in

THE VERY EFFICIENT AMERICAN RED CROSS AT WORK CARING FOR THE WOUNDED.

the twinkling of an eye, place them in comfort in the hands of the nurses at the Neuilly hospital, is unbounded, and a delight to witness." It will be seen by our artist's drawing that nothing which could add to the comfort of the wounded has been forgotten. A big brazier for supplying hot coffee or comforting soup, ambulance-stretchers for moving the wounded with the minimum of discomfort, endless care and gentleness in the lifting and tending of the sufferers, all go to make up a convincing proof of the kindness and forethought which mark every stage of the work of this most generous American Red Cross organisation, to which it would be impossible to give too much praise.—[Drawing Copyrighted in the United States and Canada.]



## SCIENCE &amp; NATURAL HISTORY.



A SELLER OF PAINTS FOR THE FACE AND OF DRUGS. — AN ITINERANT ALCHEMIST OF THE 14TH CENTURY.



THE SUPERSTITION OF RUDOLF II, RULER OF THE HOLY ROMAN EMPIRE: THE EMPEROR CONSULTING HIS ALCHEMIST (16TH CENTURY).



THE HOUSE NOT DARED PASS WITHOUT CROSSING THEMSELVES: THE HOME OF NICHOLAS FLEAMEL (1550-1618).

## SCIENCE JOTTINGS.

THE PRUDENCE OF "VACCINATION" AGAINST TYPHOID.

ALTHOUGH our Army has hitherto remained free from attack by typhoid—or, in fact, by any other epidemic—it cannot be denied that the menace of an outbreak of typhoid among the civil population has every day come a little nearer, and the striking-down of an important member of the Government must have caused many to think of the means of prevention who had before determined to ignore them. It seems, therefore, a good opportunity to examine what these means of prevention are, and what is their efficacy. On the first of these points, it must be said at the outset that the popular term "vaccination" is here misleading. The cow has nothing to do with the treatment, nor has the protective inoculation adopted in our own and other armies any analogy to the vaccination against smallpox. Jenner's beneficial discovery consisted, as most people now know, in the fact that a mild—or, as doctors say, an attenuated—form of the disease can be produced in domestic cattle which, when transferred to the human patient, will protect him (or her) against any reasonable chance of infection with the kindred complaint. "Vaccination," to use again the popular word, against typhoid fever, however, proceeds on perfectly different lines. The bacillus of typhoid—which, it is well to note, is said to be the same as that which produces typhus—excites in the system of the person attacked the secretion of an anti-toxin, or counter-poison, which, given time and favourable circumstances, will by itself kill the bacillus causing the disease and bring about the recovery of the patient. It is this anti-toxin, and not any germ, pathogenic or otherwise, which, by the process now adopted, is transferred by inoculation into the veins of the person sought to be protected. The result is that the system of the person so inoculated can be trusted to deal promptly and effectively with any typhoid bacillus which may intrude itself within a period of (say) six months of the inoculation.

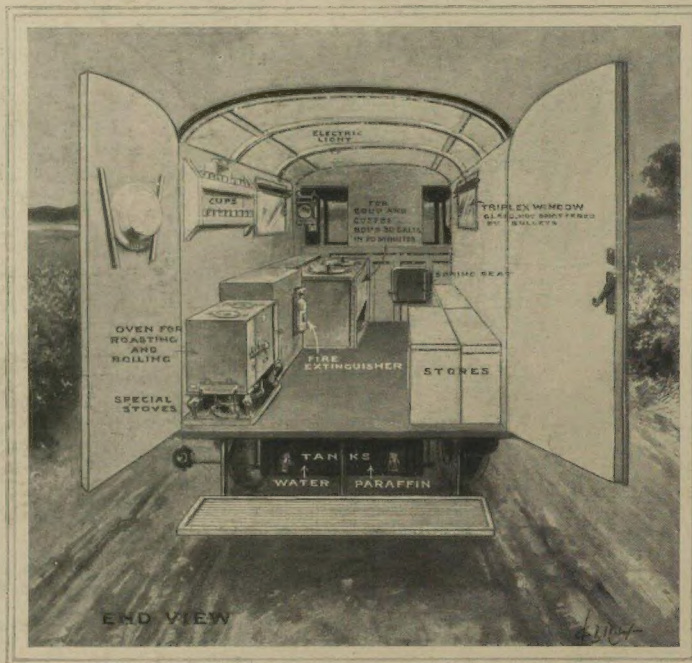
Let us now see what proofs there are that this treatment really does confer the immunity claimed for it. Sir William Osler's "Bacilli and Bullets" gives us these in convenient form. Among 107,000 American troops during the Spanish-American War, 20,738, or about one-fifth, contracted typhoid fever, and 1580 died. During our

own South African War, in which from first to last about a quarter of a million troops were engaged on our side, there were among them 57,684 cases of typhoid (again about one-fifth), of whom 8022 died. This was in pre-vaccination days. The regular army of America has now adopted protective inoculation,

with the result that the number of cases (not deaths) of typhoid have fallen from nearly four per thousand to next to none at all, only three cases in the whole army occurring in 1913. In France, where inoculation is not yet compulsory, the rate of enteric or typhoid fever among those unvaccinated was last year 168 per thousand, and among those vaccinated a very small fraction of one per thousand. It is evident, therefore, that inoculation, when it can be enforced, is a perfectly efficient preventive against the disease.

The military authorities have shown their appreciation of this fact by inoculating all officers and men serving in our ranks, with the result that the danger of any epidemic of the kind among them has been averted. But what of the civil population? At Calais, a hospital for dealing with typhoid cases has been established, and was admitting, when last heard from at the beginning of this month, more than thirty cases a day. These were mainly Belgian refugees and wounded or unwounded German prisoners, who from the neglect—unavoidable in the first case and voluntary in the second—of sanitary precautions form ideal carriers of the typhoid bacilli. Hence we have established at our doors a centre of infection, which may, moreover, soon be reinforced from Germany's other frontier. Mr. Stephen Paget lately wrote to a scientific contemporary that typhus, or the graver disease produced by the typhoid bacillus, was endemic in Silesia, which the Russian Army is now approaching. When the tide of war rolls over the frontier into that unhappy province, we may look to see a great increase of the number of cases in the west.

Is it not plain that all who have to do with wounded, with refugees, or with travellers from the Continent ought to be at once inoculated, so as to prevent the chance of their acting as carriers to the typhoid bacillus?—and it would be only prudent if the same precaution were taken with the whole civil population. The pain of the operation is as trifling as a pinprick; the discomfort, confined to a rise of temperature and feverish symptoms, lasting at the most two days, and incapacitating no one from going about his business; and the immunity it gives, sure. In view of these facts, who will, then, refuse to be inoculated? F. L.



SCIENTIFIC CULINARY ARRANGEMENTS FOR THE BENEFIT OF WOUNDED MEN: THE INTERIOR OF THE RED CROSS MOTOR FIELD-KITCHEN.

The prompt supply of nourishment in the shape of hot soup or coffee, and so on, especially in cold weather, is an important part of the work of tending the wounded on the field, and this 35-h.p. motor field-kitchen has great advantages from its mobility and its scientific equipment. It can carry, in the side-boxes underneath the car, 3 cwt. of concentrated meat extract, enough for 500 wounded men for four days. The store-boxes inside the car on the right, and the folding seat, with a mattress placed over them, can be used as a sleeping-place. The Allies' Field Ambulance Corps is doing excellent work under the direction of Miss Jessica Borthwick. Funds are needed, and could not be given to a better cause.



DESIGNED FOR THE PROMPT SUPPLY OF NOURISHMENT TO THE WOUNDED: A RED CROSS MOTOR FIELD-KITCHEN.

Drawings by W. B. Robinson.



## HOT FOOD FOR THE WOUNDED: A NOVEL FORM OF RED CROSS WORK.

DRAWN BY S. BEGG.



WITH THE MOTOR FIELD-KITCHEN: SERVING OUT SOUP TO WOUNDED, ON THE BATTLEFIELD.

This Red Cross motor field-kitchen for wounded is attached to the Allies' Field Ambulance Corps, which is doing such excellent work under the direction of Miss Jessica Borthwick. Its ready provision of suitable food—in the form, for instance, of hot coffee or soup—has been of the utmost value, for, next to dressing his wounds quickly, there is nothing so wise as giving the wounded man nourishment of one sort or another at the earliest possible moment. The vehicle is of 35-h.p., and can carry 3 cwt. of concentrated meat extract for soup—a supply sufficient for 500 wounded men for four days. Each of the

side-boxes beneath the car along the side between the wheels holds 1 cwt. of the concentrated meat cakes. Inside, on the left, is an oven, with a patent stove beneath; and beyond it are two cooking-coppers—one for soup, the other for coffee—which boil thirty gallons in twenty minutes. A folding seat to the right can be let down, and, with another support against the wall, covered with a mattress and used as a sleeping-place. Although not instinctively associated with the grave side of Red Cross work, the value of the motor field-kitchen service is indisputable.—(Drawing Copyrighted in the United States and Canada.)



## THE WAR AS SEEN BY THE ENEMY: DRAWINGS BY GERMAN ARTISTS.



THE FLOODS IN WEST FLANDERS FROM THE ENEMY'S POINT OF VIEW: GERMAN SOLDIERS IN THE INUNDATED DISTRICT NEAR DIXMUDE.



CONVEYING RATHER A HAZY IDEA OF THE SITUATION: A GERMAN WAR-ARTIST'S SKETCH, MADE ON THE SPOT, OF A GERMAN SOLDIER UNDER SHELTER.



A GERMAN WAR-ARTIST'S DRAWING FROM THE EASTERN FRONT: A PATROL OF UHLANS ON A RECONNOITRING RIDE IN THE SNOW.



THE ENEMY AS PORTRAYED BY HIMSELF ON CHALK: THE GERMAN SOLDIER CAVE-MAN AS ARTIST IN THE AISNE QUARRIES.



WITH DIRECTION-BOARDS FOR FIRING ON THE TOWN: FRENCH GUNS CAPTURED BY THE GERMANS AT LILLE.



DRAWN BY A GERMAN N.C.O.: GERMAN SOLDIERS READING NEWSPAPERS IN THE TRENCHES.



GERMAN MUD HUTS NEAR LILLE, FIRED UPON.



CHRISTMAS IN THE FIELD: THE ARRIVAL OF PRESENTS FOR THE GERMAN TROOPS—A SAUSAGE PROMINENT IN THE FOREGROUND.



THE WAR IN THE AIR: A GERMAN BIPLANE ATTACKED BY A FRENCH MONOPLANE WHILE DROPPING BOMBS ON A FRENCH OBSERVATION-BALLOON.



THE GERMANS REVERT TO THE METHODS OF PRIMITIVE ART: DRAWINGS ON CHALK MADE BY THE ENEMY IN THE AISNE QUARRIES.



A GERMAN VIEW OF WORK AT WHICH GERMAN SOLDIERS HAVE SHOWN GREAT SKILL: AN ARTILLERY OBSERVATION-POST SHELLED BY THE FRENCH.



SOLDIERS WATCHING AN AIRMAN BY HOWITZERS.



THE GERMAN ARTIST—BY HIMSELF: A PORTRAIT ON THE AISNE CHALK.



A REMARKABLE WAR MEMORIAL: DEBRIS OF A DESTROYED GERMAN MOTOR DETACHMENT PLACED ON THE GRAVE OF THE MEN.

We give here a few examples of illustrations of war scenes by German artists which have appeared in a German illustrated paper. Most of the drawings explain themselves. With regard to the air-fight in the fourth illustration, it may be added that the German airman is shown under heavy shrapnel-fire from French anti-aircraft guns below. The sixth and seventh subjects are drawings made on slabs of chalk in the quarries along the Aisne by a German artist serving as a conscript with an infantry battalion. The quarries were utilised as trenches and shelters by both sides. These chalk drawings recall the artistic methods of primitive cave-dwellers, though, of course, on a somewhat higher artistic plane. The drawing of the German artillery observation-post was made at a certain position in the department of the Oise. The observation-post was placed about 430 yards from the battery, with which

it was connected by telephone. The battery had fired on a French artillery position to the south-west, when suddenly the man who was observing the French from an oak called out to the Captain that a French battery on the right had opened fire. At that moment the first French shells exploded close by. In the drawing at Lille, beyond the fortification-trenches are seen notice-boards indicating various quarters of the town towards which the guns were directed in case disturbances arose. The last illustration shows the remains of some German motor-cars put up in memory of the men in charge of a motor-convoy laden with fur coats which, while on its way from Brussels to St. Quentin, was attacked and destroyed at night, near Cambrai, by a force of British Dragoons and cyclists. The Germans lost one officer and seventeen men. The cars were burnt.



## COURAGE AND FAITH: AN "IMAGE OF BELGIUM" AT FURNES, HEADQUARTERS OF KING ALBERT'S GALLANT ARMY.

DRAWN BY ALFRED BASTIEN.



REST AND PRAYER: WAR-WORN BELGIAN SOLDIERS STRETCHED OUT ON STRAW IN THE AISLES OF A CHURCH AT FURNES; WHILE THE FAITHFUL ASK DIVINE PROTECTION FOR THOSE IN PERIL ON THE FIELD.

There are two things which make this drawing of especial interest, quite apart from its value in itself. The first is that the Germans shelled Furnes, the headquarters of the Belgian Army, for an hour on Christmas Day, doing comparatively little harm, as most of their shells fell in the flood-water. The other is a note in an article by M. Emile Cammaerts, published in the "Observer": "M. Vandervelde had gathered a few hundred men, who were going into the trenches the same night, in a ruined church, one of those small Gothic churches whose clock-towers used to grow out of the soil of West Flanders like poplars in a meadow. The wind was whistling through the holes in the walls, and through the wrecked aisles. The men, stained with mud, wrapped in their blankets . . . were grouped near the choir, in the

only sheltered place. . . . 'This church,' began the orator, 'is the image of our country. It has been wrecked by the German aggressor. . . . But it will be restored—like the Motherland. Some columns are still unshaken. . . . You are these columns, and this last fragment of our tattered country, from the Yser to the west frontier, is our last refuge. . . .'" Here, in M. Bastien's picture, is a church scene of a different kind, but almost as impressive. In this case, the sacred building has come to little harm. The scene is Furnes. Soldiers, worn out with their war against the invader, are resting on straw strewn about the aisles, while the preacher utters his words of comfort and the faithful kneel in prayer, beseeching Heavenly aid for those in peril on the field. Here, too, is an image of Belgium, courage and faith.—[Drawing Copyrighted in the United States and Canada.]



# RECOVERING "THE HEARTHS OF THE FAITHFUL": GALLANT SERBIANS.

PHOTOGRAPHS NOS. 1, 2, 4, AND 6 BY TOPICAL.



"GLORY TO THOSE WHO HAVE FALLEN!" WOUNDED SERBIANS CARRIED OUT OF THE FIGHTING LINE AT EMINOVI VODE.



WHERE CONTINUOUS AND HEAVY RAINFALL HAD RENDERED THE GROUND A SWAMP: SERBIANS IN THE TRENCHES.



THE WORK OF THE ENEMY'S "CRUEL HORDES": BODIES OF SIXTY SERBIAN PRISONERS, INCLUDING COMMANDANT ANTADIKITCH, SAID TO HAVE BEEN SHOT BY THE AUSTRIANS AT IOVANOVAIZ, NEAR SHABATZ.



ON OBSERVATION DUTY: A SERBIAN SCOUT ON A TREE-STUMP AT EMINOVI VODE.



AFTER HIS GALLANT ACTION AT KROUPNYA: PRINCE GEORGE OF SERBIA BROUGHT BACK WOUNDED TO NISH.



THE SERBIAN ROYAL COMMANDER-IN-CHIEF: PRINCE ALEXANDER AND TWO OF HIS GENERALS.

Our photographs illustrate some of the earlier operations of the gallant Serbian armies which led up to their recent great victory over the Austrians. The first photograph was taken on October 18, at a time when the Serbians were fighting in the Gutchevo Mountains, where an Austrian attack was repulsed with heavy loss to the enemy. The country had then been rendered very swampy, and in parts flooded, by continuous heavy rainfall. Prince George of Serbia, it was reported, received a bayonet wound while gallantly leading into action at Kroupnya a battery of artillery which he found waiting in reserve during a battle in which the Serbians were being hard pressed. The battery's

officers had all been killed, and the men were at a loss what to do when the Prince appeared on the scene and saved the situation. He has since recovered from his wound and returned to the front. Prince George, who is King Peter's elder son, renounced his right of succession in 1909 to his younger brother, Prince Alexander, now the Crown Prince, who is Commander-in-Chief of the Serbian Armies. Prince Alexander recently issued a stirring order of the day to his troops: "Recover the hearths of the faithful," he said, "which the enemy has pitilessly destroyed. . . . Pursue to the end his cruel hordes on the Drina and the Save. Glory to those who have fallen on the field of honour!"



## FIGHTING THAT ENDED IN AN AUSTRIAN ROUT: WITH SERBIA.

PHOTOGRAPHS BY TOPICAL.



ADVANCING AGAINST THE AUSTRIANS AMONG THE MOUNTAINS: THE 4TH SERBIAN REGIMENT CROSSING THE COL DE GUTCHEVO.



MEN OF THE ARMY WHICH INFLICTED A GREAT DEFEAT ON THE AUSTRIANS: A SERBIAN REGIMENT GOING INTO ACTION AT ROZHAN.

Like those on the opposite page, these photographs illustrate the Austro-Serbian campaign in October, when the Austrians were holding strong positions on the ridges of the Gutchevo and other mountains. For many weeks the Serbians fought on the defensive, from time to time inflicting heavy losses on the enemy. Being deficient in artillery, the Serbians at the beginning of November retired from Rozhan, evacuated Valievo, and took up a position on the right bank of the Kolubara. From the middle of November they fought a series of desperate battles against far superior numbers, and under their

indomitable leader, General Mishitch, eventually succeeded in inflicting a crushing defeat on the Austro-Hungarian forces and driving them out of Serbia. It has been estimated that since November the enemy have lost at least 120,000 men. The rout of the Austrians began on December 3, when General Mishitch ordered a general attack, taking the enemy completely by surprise. Between December 3 and 15 the Serbians captured from the Austro-Hungarians 274 officers, about 46,000 non-commissioned officers and men, 126 guns, and 70 machine-guns, besides an enormous amount of war material.



# THE HOPE OF HIS COUNTRY: GERMANY'S FAVOURITE GENERAL.



IDOL OF HIS FELLOWS AND, AT THE MOMENT, THE CENTRAL FIGURE OF THE GREAT WAR  
FIELD-MARSHAL VON HINDENBURG

Field-Marshal von Hindenburg may claim to be the central figure of the war at this moment, a Man of the Hour for Europe: he, more than any other, has won the position of idol in Germany. The main issue turns on his capacity to handle the situation which confronts his country on the Polish frontier. General-feldmarshall Paul von Beneckendorff und von Hindenburg, to give him his full official style and name, is in his sixty-eighth year, of a noble Prussian family, and a native of Posen. He began military life in the Prussian Guards in 1866, and won the Red Eagle decoration

and the Iron Cross in the wars against Austria and France. In 1904 he was placed at the head of the Fourth Corps of the German Army. He retired as full General in 1911, receiving the Black Eagle Order. As he recently told an interviewer, he was suddenly called on to take part in the present war, "being at tea with my family in Hanover when the order from his Imperial Majesty arrived." His victory over the Russians amidst the swamps of the Masurian Lakes last August made Von Hindenburg a Field-Marshal and a German idol. Our portrait is from a German newspaper:



# DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY LAMBERT WESTON, LAFAYETTE, SWAIN, VANDYK, W. AND D. DOWNEY, CROOKE, CHANCELLOR, PERCIVAL, MASON AND BASHEFF, LANGIER, CLAMP, GALE AND FOLDEN, C.N., ELLIOTT AND FRY.



2ND LT. MALCOLM A. HEPBURN,  
2ND SEAFORTH HIGHLANDERS.



2ND LT. H. P. HARTNOLL,  
WORCESTERSHIRE REGT.



ENG. LT. L. W. WRIGHT, R.N.,  
H.M.S. "BULWARK."



LIEUT. H. R. C. TUDWAY,  
GRENAДИER GUARDS.



LIEUT. B. W. SMITH,  
SCOTS GUARDS.



LIEUT. F. W. A. STEELE,  
4TH BAT. ROYAL FUSILIERS.



CAPTAIN W. BLACK,  
58TH RIFLES (F.F.I.).



CAPTAIN J. P. WHELAN,  
ROYAL IRISH RIFLES.



MAJOR JONATHAN M. BRUCE,  
107TH PIONEERS.



CAPTAIN H. FISHER, D.S.O.  
MANCHESTER REGIMENT.



CAPTAIN M. RADCLIFFE,  
BORDER REGIMENT.



CAPT. HON. R. G. G. MORGAN-  
GRENVILLE, RIFLE BRIGADE.



CAPTAIN HON. H. L. BRUCE,  
ROYAL SCOTS.



LIEUT. CUTHBERT BOWEN,  
ASST. SUPT. OF POLICE, UGANDA.



CAPTAIN H. M. POWELL,  
S. STAFFORDSHIRE REGT.



LANCE-CORP. A. DAPHNE,  
LONDON RIFLE BRIGADE.



CAPTAIN A. G. WORDSWORTH,  
MIDDLESEX REGIMENT.



MP. W. J. BELLAS, BOWKER'S  
HORSE (E. AFRICAN RIFLES).

The portraits of officers which we give this week include that of Engineer-Lieut. Lawrence W. Wright, R.N., of H.M.S. "Bulwark." Major Jonathan Maxwell Bruce, of the 107th Pioneers, was the eldest son of Mr. R. J. Bruce, C.I.E., of Quetta, Teddington, a member of the family of Bruce, of Miltown Castle, Co. Cork. Captain the Hon. Richard George Grenville Morgan-Grenville, Master of Kinloss, who has been killed in action and had been previously twice wounded, and mentioned in despatches, was heir to the Barony of Kinloss, held in her own right by his mother. The heir to the Barony is now the Hon. Luis Chandos Francis Temple Morgan-Grenville, who was born in 1889.

Captain the Hon. Henry Lyndhurst Bruce, of the Royal Scots, was the eldest son of the second Baron Aberdare, and a gallant soldier. He married Miss Camilla Antoinette Clifford, the beautiful actress so popular as Camille Clifford. Lieut. Cuthbert Bowen was killed in action at Ntendi, in the Nyanza province of British East Africa. Lance-Corporal Arthur Daphne, of the London Rifle Brigade, was only twenty-two, and was killed while gallantly trying to bring a wounded man out of danger. Trooper W. J. Bellas, of the Volunteer regiment, "Bowker's Horse," was a planter, son of Mr. W. Dalglish Bellas, of Sunderne Castle, Shrewsbury, and was killed in action in the East African Protectorate.



# THE TRENCH-TO-TRENCH SIEGE-WAR: THE ALLIES MAKING AN OFFENSIVE MOVEMENT.

DRAWN BY FREDERIC VILLIERS, WAR ARTIST OF "THE ILLUSTRATED LONDON NEWS," ONE OF THE CORRESPONDENTS INVITED TO GO TO THE FRONT BY THE FRENCH GOVERNMENT.



BAYONET-ATTACK SUPPORTED BY CONCENTRATED SHELL-FIRE: AN ADVANCE AGAINST GERMAN TRENCHES IN THE NEIGHBOURHOOD OF ARRAS.

Describing his drawing, Mr. Frederic Villiers says: "The German trenches are now negotiated by bayonet-attacks, with the assistance of concentrated shell-fire which hardly any entrenched troops can withstand. The sketch shows an advance in the neighbourhood of Arras. Over 300 guns were brought up to assist the advancing

Allies, and a deadly shell-fire was poured into the enemy's position, with the result that our men were able to gain the trenches with little loss. In this way, day by day, the enemy is slowly and surely pushed back towards the Rhine."—[Drawing Copyrighted in the United States and Canada.]



## A DOMINANT FACTOR IN MODERN WAR: ARTILLERY.

## PART VIII.

ONE of the greatest surprises of the present war has been the manner in which fortifications long believed impregnable have succumbed to the German artillery. This has seemed the more remarkable since the Russians, only a few years ago, held Port Arthur for many months against the Japanese, who used heavier weapons than had ever been brought against a fortress before. Yet to the scientific soldier there is a marked difference between the Russian and the Belgian defences, which fully accounts for the failure of the latter. At Port Arthur the fort, not very formidable in themselves, were treated merely as supporting-points; what really kept the Japanese out was the long line of trenches, manned by stout-hearted Russian infantry, which extended in front of and between the forts. In fact, Port Arthur was held, not by fortifications, but by rifle and bayonet, much as our men are now holding their trenches in Belgium, and much as the French are holding and will hold Verdun against the heaviest artillery that the Germans can bring against it. At Liège the Belgians held out gallantly against the first rush of the German advanced guard, but when their forts were battered to pieces they had nothing like sufficient troops to man the intervals strongly. At Namur the Belgians, with a few French, made a half-hearted attempt to hold the trenches between the forts, but they were fairly frightened out of them by the fire of the heavy German guns, which their own

concrete between them, were designed to resist the 300-lb. shell of a 9-inch howitzer, because it was then believed that no heavier weapon could be transported by road and brought into position against a fortress. But Liège was bombarded with 11-inch howitzers, throwing 760-lb. shell; while at Namur, Maubeuge, and Antwerp, the Germans used the famous 42-c.m., or 16½-inch howitzer, throwing a shell of 1600 lb. Now consider the effect of these enormous projectiles against the fort shown in Fig. 1. A single shell would disable a gun-cupola if it happened to hit it; but the cupolas are relatively small, and might escape being struck for days. But the concrete

France and Belgium in time of peace; in other cases they brought up these platforms in sections, and laid them where required. For transport, the 42-c.m. howitzer is divided into several loads; the howitzer itself forms one load, the cradle a second, and the bed forms two loads. Each load weighs between 20 and 25 tons, and can be transported by road by a couple of powerful traction-engines, with a third engine to assist at the hills. The special road-wagons which carry the parts of the equipment are shown in Fig. 4, which, however, does not represent the 42-c.m.

howitzer, but an Austrian 12-inch howitzer, which is a much lighter weapon. It is reported that Austrian howitzers were sent by rail to assist in the siege of Maubeuge by the Germans, and were afterwards returned to Cracow.

Compared to these monsters, the 8-inch howitzer, known as "Black Maria" or "Jack Johnson," which bombards our trenches all day long, is but a small affair, though its shell makes a hole big enough to put a wagon into. Our men in Belgium manage to escape its fire by pushing their trenches close up to the

German lines, so that the Germans cannot use their 8-inch howitzers without the risk of dropping shells into their own trenches.

Another remarkable siege-weapon used by the Germans against Antwerp is the 12-inch naval gun on railway-mounting. We have recently had some experience of the effects of this gun, which was used by the German cruisers in their raid on

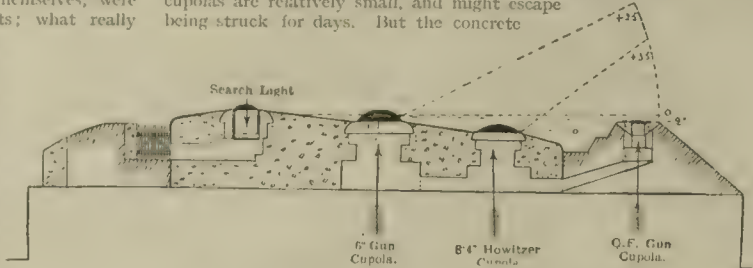


FIG. 1.—A SECTION OF PART OF A BELGIAN FORT.

between them offers a much larger target, and repeated hits around the turrets from heavy mine-shell blow away masses of concrete till the foundations of the turrets are shaken and they cease to revolve, and at last the shells penetrate to the ammunition-galleries and disintegrate the structure from within till the whole fort becomes a tumbled heap of concrete blocks, with useless guns and turrets half buried in the ruins. The result is shown in Fig. 3. This is what actually happened at Antwerp; the guns and turrets were mostly wrecked from below, by shell bursting beneath them. In future forts, this danger will be provided against by covering the surface of the concrete, for at least thirty yards around each turret, with an "apron" of chilled cast-iron blocks two feet thick and six feet square, weighing 16 tons each. These, even when split and cracked, will still burst the shell on the surface of the apron, instead of allowing them to penetrate before bursting.

Next as regards the heavy siege-weapons which the Germans have brought to bear. The principal of these is the 11-inch howitzer. This weapon was well known before the war, but its destructive effect was not fully realised. Its 760-lb. shell contains no less than 114 lb. of high explosive, and is fuzeed with delay-action to penetrate before bursting, which greatly increases its destructive effect. It ranges nearly 11,000 yards. This is the largest howitzer which can be fired without a permanent concrete platform. Instead of a platform, it has a girdle of linked blocks round each wheel, and a mat of cane and steel plate is laid under it to protect the surface of the ground. The great 42-c.m., or 16½ in. howitzer is not as powerful in proportion to its calibre as the 11-inch, but its shell is a mighty projectile, weighing 1600 lb., and ranging over eight miles. This howitzer cannot be fired from the ground without a platform, but the Germans got over this difficulty, in some cases, by surreptitiously laying ferro-concrete platforms in

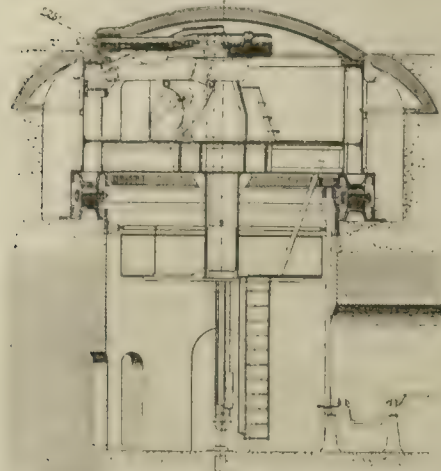


FIG. 2.—DESIGNED TO RESIST NOTHING HEAVIER THAN A 300-LB. SHELL OF A 9-INCH HOWITZER: A STEEL TURRET AND CUPOLA FOR A 6-INCH GUN.

artillery could neither locate nor silence. Yet a few months later these same Belgian troops have held their trenches on the Yser for weeks on end under a far worse bombardment than that to which they were subjected at Namur.

The manner in which the Belgian forts were reduced will be understood on examining Fig. 1, which is a section of part of one of these forts. The steel turrets containing the guns (Fig. 2), and the



FIG. 3.—"A TUMBLED HEAP OF CONCRETE BLOCKS": A BELGIAN FORT AFTER BOMBARDMENT BY THE GERMAN 42-C.M. HOWITZER.

Photograph by International Illustrations, Ltd.

Whitby and Scarborough. For use on land, a line of rails has to be laid in the direction of the town to be bombarded. The shell is only about half the weight of that thrown by the great 42-c.m. howitzer, but it is fired at a much higher velocity, and will penetrate two feet of steel armour at 3000 yards, so that a land fort protected by armour-plates intended to resist ordinary siege-guns stands but a poor chance against it.

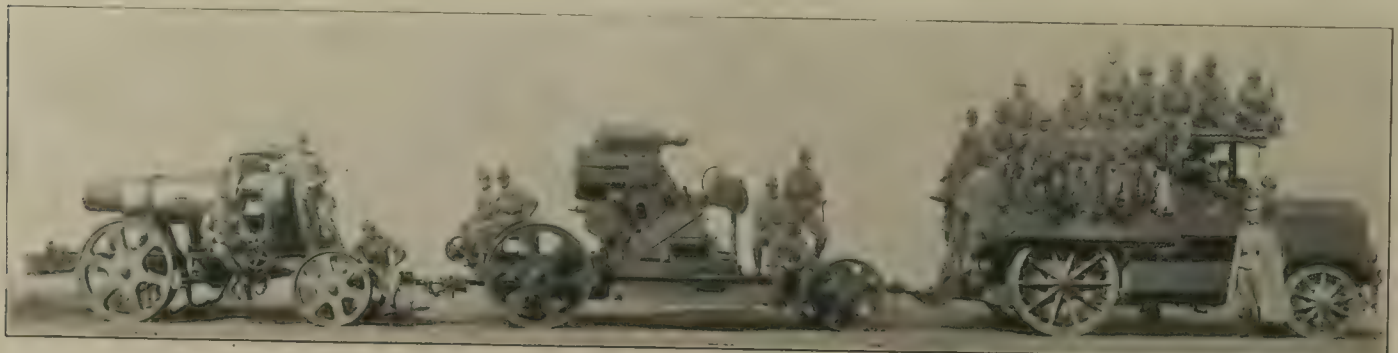


FIG. 4.—TRANSPORTED, LIKE THE GERMAN 42-C.M. HOWITZER, IN THREE SECTIONS: AN AUSTRIAN 12-INCH HOWITZER ON THE ROAD.

Photograph by Newspaper Illustrations.



# THE GATE OF MESOPOTAMIA SEIZED: THE CAPTURE OF BASRA.

DRAWING BY S. BEGG, FROM A SKETCH BY A BRITISH OFFICER. PHOTOGRAPH BY A. KERRIN.



ONE OF THE ACTIONS WHICH LED TO THE FALL OF BASRA: THE BATTLE OF SAHIL OR MAHAMRA.



THE UNION JACK HOISTED IN THE FORMER HOME OF SINDBAD THE SAILOR: BRITISH PROCLAMATION AT BASRA AFTER ITS CAPTURE.

During the brilliant operations on the Shat-el-Arab (formed by the confluence of the Tigris and Euphrates) which resulted, on November 21, in the capture of Basra, several actions were fought by the Anglo-Indian forces on the right bank of the river. Basra, which is some fifty-five miles from its mouth, is a famous port, serving Baghdad and Mesopotamia generally, and is the centre of the date trade. It has been the chief Turkish stronghold at the head of the Persian Gulf for 250 years. The Caliph Omar founded it, and the real Sindbad the Sailor once lived there. "On the morning of November 23," the India Office announced, "a ceremonial march was made by the

troops through the streets of Basra to the central point, at which the notables of the town were assembled, and the Union Jack was hoisted on the prominent buildings. Naval salutes were fired, the troops presented arms, and gave three cheers for the King-Emperor; a suitable proclamation was issued and received with acclamation by the inhabitants." Our drawing shows the battle of Sahil or Mahamra. In the foreground are some field-guns, British staff-officers, and (on the right) men of the Mahrattas held in reserve. Beyond (from left to right) are the 7th Rajputs, the Norfolks in extended firing line, a mountain-battery and mules, and the Dorsets.—(Drawing Copyrighted in the United States and Canada.)



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## WILLS AND BEQUESTS.

THE will (dated March 18, 1914) of SIR WILLIAM HENRY PEREGRINE CARINGTON, G.C.V.O., Keeper of the Privy Purse to the King, of 6, Cadogan Square, who died on Oct. 7, is proved by Lord Stamfordham, Charles Stewart and Edward William Wallington, the value of the property being £70,046 19s. 4d. The testator gives £2000 to the Hon. Ivy Gordon-Lennox; £100 each to the executors; an annuity of £50 to Augustine Foucher, his late wife's maid; £10 a year to his god-child Juliet Elisha; and the residue in trust for Lieut. Guy Rennie, Grenadier Guards and his wife and children, and on failure of issue to the five daughters of his brother the Marquess of Lincolnshire.

The will of MR. MACRICE LINDSAY COATES, of 6, Park Street, W., and Springfield, Co. Antrim, who died on Aug. 31, is proved, the value of the personal estate amounting to £107,000. He gave his Belfast estate to his wife for life, with remainder to his nephew William Coates; £400 each to the executors; £1500, all household effects, and the use of 6, Park Street, to his wife; and the residue in various shares to nephews and nieces.

The will of the REV. CHARLES BROOKE BICKNELL, of 50, Chepstow Villas, Bays water, who died on Oct. 18, is proved, and the value of the property sworn at £47,028 11s. 5d. Subject to the payment of a few legacies to relatives and servants, all the property goes to his cousin Colonel John Minnitt Tabor.

The will of the REV. JAMES HENVILLE THRESHER, of Winchester, who died on Oct. 16, is proved by Com. William Thresher, R.N., brother, and William H. Thresher, son, the value of the property being £66,168 10s. 8d. He left a few small legacies to executors and others, and the residue to his children.

The will (dated Nov. 26, 1895) of MR. ALFRED HENRY BAYNES, of Fitzwalters, Northwood, Middlesex, late Secretary to the Baptist Missionary Society, who died on Oct. 16, is proved by the widow and son, the value of the property being £145,479. Testator gives £6100 and the

household effects to his wife; £1000 each to his children Norman Hepburn and Amy Katherine; £500 to Amy Rosalie Jarvis; £50 a year to his sister Elizabeth Emily Baynes; and the residue in trust for his wife for life, with remainder to his children.

The will of MR. PATRICK RIDDELL, of Noirmont, Weybridge, and 68, Gloucester Terrace, Hyde Park, who died on Nov. 1, is proved, and the value of the property sworn at £94,862. He gives £200, and during widowhood, £2500, to his wife; £100 per annum to his sister

## WAR-BOOKS FOR YOUNG READERS.

IT is very important for the future of public opinion that the younger generation should take an intelligent interest in the great war, and know something of its causes and its significance, as well as of its events. Two excellent books with this object in view, both by women writers, are "Told in Gallant Deeds: A Child's History of the War," by Mrs. Belloc Lowndes (Nisbet; 5s. net), and "The War, 1914: A History and an Explanation, for Boys and Girls," by Elizabeth O'Neill (Jack; 1s. 6d. net).

The former has as frontispiece a well-engraved reproduction of Detaille's famous picture, "Le Rêve" (The Soldier's Dream). The latter is illustrated by colour-plates, drawings, and photographs.

Mrs. Lowndes's book is the larger in size, and is also the more readable and interesting of the two from a young reader's point of view, as, while keeping to chronological order, the personal interest is made more prominent, and the letterpress is skilfully divided into short paragraphs, each containing a separate anecdote or incident, many of them concerned with the doings of boys and girls in the war. The author has rightly employed an easy and colloquial style, with plenty of "conversation," which "Alice" revealed as the magnet of a young reader's interest. The book is animated by a fine spirit of patriotism. "The War, 1914," while containing more pictorial attractions, is written rather in the style of a simple school history book, and as a continuous general narrative of events. The author has done her work very well, but it is notoriously difficult to get young people to read history, even contemporary history, for themselves. The personal adventure is needed to hold their interest.

Along with these two books on the present war may appropriately be mentioned a well-written historical biography of Britain's great leader in the European conflict a century ago—"The Duke of Wellington," by James Walter Buchan (Nelson), well illustrated with reproductions of portraits, maps, and battle-pictures. The author traces Wellington's career in a clear and interesting style, and gives a candid estimate of the Iron Duke's character.



CHRISTMAS IN THE FRENCH TRENCHES: THE CHRISTMAS PUDDING.

Very strange are the anomalies bred of war conditions. Our photograph shows an acute contrast in life at the front. On the one hand, we see French soldiers firing at the enemy, their present to whom takes the unwelcome form of a shower of bullets. Immediately behind the firing-line, another French soldier is opening a present from his home: just a seasonable Christmas pudding—a contrast such as nothing but a campaign could present.—[Photograph by Alfieri.]

Isabella O. Riddell; legacies to servants; and the residue to his children.

The will (dated March 11, 1904) of CAPTAIN THE HON. RICHARD MAITLAND WESTENRA DAWSON, of Holme Park, Ashburton, Devon, and 6, Lennox Gardens, S.W., who died on Aug. 7, is proved by the Hon. Jane Emily Dawson, widow, the value of the estate being £71,297, the whole of which he gave to his wife absolutely.

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They would Shave with  
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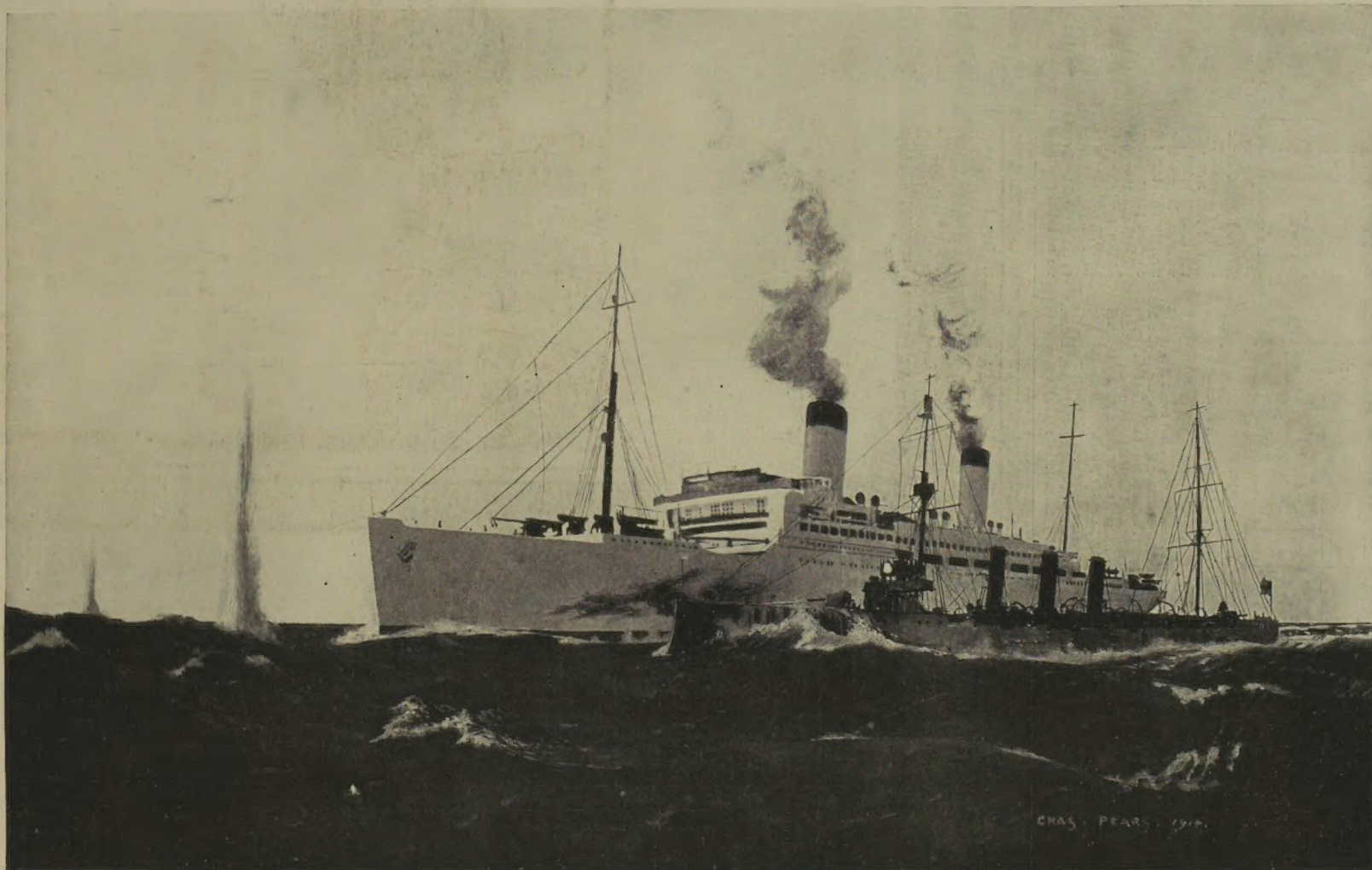
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## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Miford Lane, Strand, W.C.

## CHESS IN AMERICA.

Game played in the National Correspondence Chess Association of the United States, between Messrs. LEATHERMAN and SEYMOUR.

(Scott Gambit.)

- |                    |                |  |                    |
|--------------------|----------------|--|--------------------|
| WHITE (Mr. L.)     | BLACK (Mr. S.) | WHITE (Mr. L.)   | BLACK (Mr. S.)     |
| 1. P to K 4th      | P to K 4th     | 9. Q to Kt 3 (ch)  | B to K 3rd         |
| 2. Kt to K B 3rd   | Kt to Q B 3rd  | 10. Q takes Kt P   | Q to Kt 3rd        |
| 3. P to Q 4th      | P takes P      | 11. Q takes R  | B to K R 6th       |
| 4. B to Q B 4th    | B to B 4th     | 12. P to K Kt 3rd  | Q takes K P        |
| 5. Castles         | P to Q 3rd     | 13. P to B 3   | P to Q 6 (dis. ch) |
| 6. P to B 3rd      | B to K Kt 5th  | White's sacrifice on his seventh move was quite unsound, as Black cleverly proved. |                    |
| 7. B takes P (ch)  | K takes B      |  |                    |
| 8. Kt to Kt 5 (ch) | Q takes Kt     |  |                    |

Game played in the Masters' Tournament at Mannheim, between Messrs. SPIELMANN and FLAMBERG.

(Vienna Opening.)

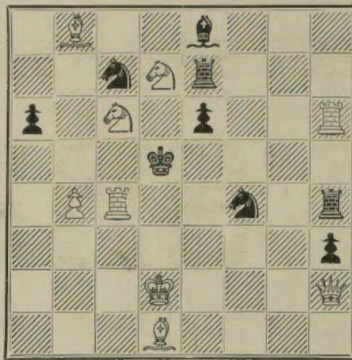
- |                  |                 |  |                |
|------------------|-----------------|--|----------------|
| WHITE (Mr. S.)   | BLACK (Mr. F.)  | WHITE (Mr. S.)   | BLACK (Mr. F.) |
| 1. P to K 4th    | P to K 4th      | 13. Kt takes P   | P takes Kt     |
| 2. Kt to Q B 3rd | Kt to K B 3rd   | 14. R takes P  | Q to K 3rd     |
| 3. P to B 4th    | P to Q 4th      | 15. B to Q B 4th   | Q to K 5th     |
| 4. P takes K P   | Kt takes P      | Black resigns.   |                |
| 5. Kt to B 3rd   | B to K Kt 5th   | Black was tempted into a counter-attack which only served to develop White's pieces, and left himself with an unsupported Queen against them. It will be seen his Queen made five out of the last seven moves. |                |
| 6. Q to K 2nd    | Kt to B 4th     |  |                |
| 7. P to Q 4th    | B takes Kt      |  |                |
| 8. Q takes B     | Q to R 5th (ch) |  |                |
| 9. P to Kt 3rd   | Q takes Q P     |  |                |
| 10. B to K 3rd   | Q takes P       |  |                |
| 11. Castles      | P to Q B 3rd    |  |                |

SOLUTION OF PROBLEM No. 3682.—By A. M. SPARKE.

- |                       |           |
|-----------------------|-----------|
| WHITE                 | BLACK     |
| 1. Kt to K 5th        | Any move. |
| 2. Mates accordingly. |           |

PROBLEM No. 3685.—By T. G. TEMPLER.

BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 3674 received from C A M (Penang); of No. 3680 from J Cifuentes (Trubia, Spain), J B Canara (Madeira), Blais H Cochrane (Harting), and C Barretto (Madrid); of No. 3681 from J Cifuentes, J Verrall (Rodenell), Blais H Cochrane, and Captain Challice (Great Yarmouth); of No. 3682 from W Dittlof T'jassens (Apeidoorn), Captain Challice, and F R James (Hampstead).

CORRECT SOLUTIONS OF PROBLEM No. 3683 received from R Worters (Canterbury), J Fowler, G Stillingfleet Johnson (Seaford), J Smart, H Grasett Baldwin (Guildford), Rev. J Christie (Redditch), F J Overton (Sutton

Coldfield), T S Rogers, H S Brandreth (Falmouth), A H Arthur (Bath), F Porter (Brighton), F Wilkinson (Bristol), S J Stanley (Newcastle), and J Bailey (Boscombe).

## CHESS IN LONDON.

Game played at the City of London Chess Club, between Messrs. E. LASKER and R. P. MICHELL.

(Queen's Pawn Game.)

- |                  |                |   |                |
|------------------|----------------|---|----------------|
| WHITE (Mr. L.)   | BLACK (Mr. M.) | WHITE (Mr. L.)  | BLACK (Mr. M.) |
| 1. P to Q 4th    | P to Q 4th     | 14. R to B 2nd  | Q to Kt 6th    |
| 2. Kt to K B 3rd | P to Q B 4th   | 15. R takes Kt  | Q takes Q      |
| 3. P to Q B 4th  | P to K 3rd     | 16. R takes R (ch)  | B takes R      |
| 4. Kt to Q B 3rd | Kt to K B 3rd  | 17. R takes Q   | P to Q R 3rd   |
| 5. P takes Q P   | K P takes P    | 18. B takes Kt  |                |
| 6. B to Kt 5th   | B to K 2nd     | Black resigns.  |                |
| 7. P takes P     | Kt to B 3rd    | Black had a fairly equal game up to his eleventh move. The trap set him by White's twelfth move was rather a deep one, but so experienced a player as Black must know by this time what perils there are in pawn-hunting. |                |
| 8. P to K 3rd    | Q to R 4th     |   |                |
| 9. B to Q 3rd    | Q takes B P    |   |                |
| 10. Castles      | B to K 3rd     |   |                |
| 11. R to B sq    | Q to Kt 5th    |   |                |
| 12. P to Q R 3rd | Q takes Kt P   |   |                |
| 13. Kt to Kt 5th | Q R to B sq    |   |                |

No more desirable form in which to possess the works of Rudyard Kipling could be imagined than the new Service Edition, in neat little half-crown volumes, recently begun by Messrs. Methuen, and being continued at the rate of four new volumes a month. "Plain Tales from the Hills" and "Barrack-Room Ballads," each in two volumes, have already appeared. The little books are strongly and tastefully bound, and very clearly printed on good paper. They are of a size to go easily into the pocket, and they will doubtless justify the name of the edition by being very popular with the Army and the Navy, for Kipling is *par excellence* the novelist and poet of the Services. Their handy format will also appeal strongly to the general reader. We regret that in a previous notice we stated the name of the publishers incorrectly.

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20 by 30 inches	4/6	5/6 pair
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2 1/2 " 3 "	16/11	21/11	24/11 "

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18 by 28 ins.	11/9	14/-	17/3 dozen
19 " 30 "	13/6	14/11	18/6 "
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2 by 2 yds.	from 4/9	to 8/11 each
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12/3, 16/6, 19/6	per dozen.
Kitchen Towels Lettered in Border	
Kitchen	6/11 and 9/6 doz.
Housemaid	7/9 " 9/6 "
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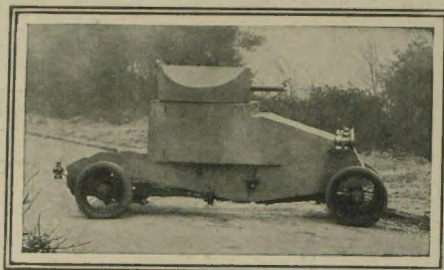


## THE CHRONICLE OF THE CAR.

**A Retrospect.** Another year has passed since 1896, in the autumn of which year the motor-car was permitted to run on our roads. I use the word "run" advisedly, as before that date the red-flag man had to walk before all mechanically propelled vehicles on the highways. If my memory serves me rightly, on Nov. 1, 1896 there were about thirty mechanically propelled road machines (barring steam-rollers) in England, Ireland, Scotland, and Wales. To-day—or rather, on Nov. 1, 1914—the latest motor-vehicle census revealed a total of 536,747 motors of all sorts subdivided in figures of 281,175 motor-cars, 22,191 commercial automobiles, and 233,381 motor-cycles in the United Kingdom and Ireland. This represents a total increase of 111,695 mechanical road vehicles in twelve months since Nov. 1, 1913, and does not include all the war motors. Nineteen years is not a very long period of time, yet represents a remarkable growth in the chronicle of the car. According to the First Commissioner of Police, on Oct. 31, 1914 there were 3647 motor-omnibuses in use in the Metropolis, besides 7277 motor-cabs; while 79,685 motor-cars, 6945 heavy commercial motor vehicles, and 33,360 motor-cycles were registered in the county of London. This is indeed a victory for the "iron horse," and its uses are as varied as those of its equine forerunner. Some day, no doubt, the aeroplane will have a similar story to tell, and then we shall have recalled the prophetic utterances of Mother Shipton.

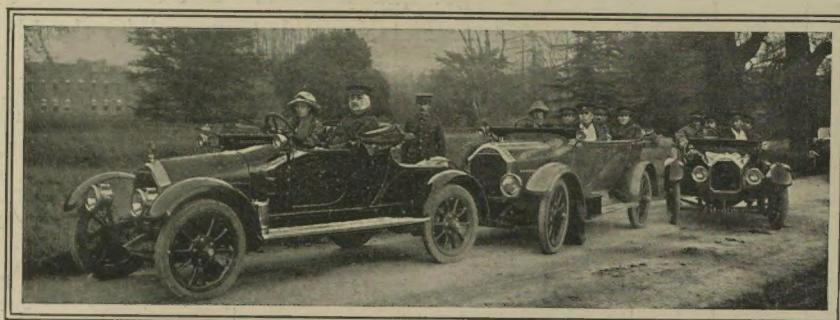
**Private Enterprise.** In this great advance of the automobile industry in this country it is well to remember that private enterprise has alone accomplished the feat. There has been no State help—in fact, one might almost say that there has been State interference and hindrance—to its success. Yet when the nation found itself drawn into war, the automobile proved that by its use alone armies in the field could be fed, intelligence of the enemy's movements could be obtained, and the fighting force itself moved from place to place by the once despised "stink-box." All this is due to the public that encouraged the early motor-car maker to proceed by purchasing his goods and putting up with the mishaps and inconveniences of his earlier machines. By the public encouragement to-day's perfection has been possible; and though the use of the motor vehicle in the industrial world is small compared with what it will

be in another nineteen years to come, already it has taken the advance outposts of its rival the horse as the transporter of merchandise, of produce, and conveyer of passengers in public-service vehicles.



APPROVED BY THE ADMIRALTY: AN ARMOURD LANCHESTER CAR.

Our illustration shows a British armoured-car, built by the Lanchester Motor Company, Ltd., of a type much favoured by the Admiralty, who have placed with the Company a contract to build a large number. Ample accommodation for four men is afforded, and, owing to the Lanchester engine being "in board" the mechanic can carry out any small adjustment or repair completely under cover from the enemy's fire.



HUMBERS ON WAR DUTY: LADIES TAKING WOUNDED SOLDIERS FOR A MOTOR DRIVE IN WARWICKSHIRE.

**Cars of the Year.** Looking back on the past year, there are several points of automobile interest that deserve recording. In the first place, there is the triumph of electric-lighting as a medium of road-

illumination for car-lamps, and by its success it makes me wonder whether we shall not see a revival of the electric motor-carriage in the near future. America is largely dominating our low-price-car movement, and the electrically propelled vehicle has considerable vogue in certain parts of that continent. Already in England there are two firms producing this type of vehicle both for private and commercial usage, and both of a calibre that would not waste their energies on chimeras of a business nature. With regard to notable successes of British petrol-using cars, the items that stand out prominently are that of the Rolls-Royce in the Alpine Trials; that of the Sunbeam, the winners of the *Daily Telegraph* £1000 and Tourist Trophy in the Isle of Man; the Vauxhall, Talbot, and Straker-Squire as successful prize-winners in many hill-climbing and other contests. The Straker-Squire shone prominently in the Isle of Man race, and the firm's policy of the one model has been more than justified—it has been a success. It is eight years ago since this well-known "fifteen" was first brought to the notice of the public in the Irish trials of that year. Since then, each year has seen the car grow better, more powerful, and with a larger wheel-base. So, with its constant improvements in details of its design and construction, it has grown from a small touring-car into an all-round motor for any type of carriage conceivably useful to the motoring community. This year's model has its four-cylinder engine 90 mm. by 120 mm., whereas 67 mm. was the original bore of the first motor. The wheel-base is 9 ft. 6 in., in place of the earlier 8 ft. 6 in.; while now four forward speeds are fitted in place of the three in the original gearbox. Moderate in price, it is excellent value for the money. As for the Rolls-Royce, it is constantly having small detail refinements made by its builders so that it shall continue to hold its important place in the automobile world, and this year's products are, if possible, better than last year. Both Sunbeam and Vauxhall cars will find continued favour in the hands of sporting motorists. Each has learnt the lessons taught by their past experiences in last year's racing contests. Improvements have been made, and both have been worthy of the Government orders given to them for fighting-cars as well as for ambulances. They will remain, no doubt, rivals both in peace and in war; while at the same time they must be counted among the cars of the year.

W. W.

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